



AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Reference No: **ADOTPED**

Meeting Date: October 15, 2024

Status: **APPROVED**

Agenda Category: PUBLIC HEARINGS

CPO: All

Department(s): Land Use & Transportation

Presented by: Stephen Roberts, Director of Land Use & Transportation

Agenda Title: **Consider Proposed Ordinance No. 903 – An Ordinance Amending the Transportation System Plan, All Community Plans, and the Community Development Code Relating to Parking to Conform with State Requirements**

REQUESTED ACTION:

Read Ordinance No. 903 by title only and conduct the first public hearing. At the conclusion of the hearing, adopt Ordinance No. 903. As a separate action, adopt associated findings.

SUMMARY:

Ordinance No. 903 proposes to amend the Transportation System Plan (TSP), all community plans, and the Community Development Code (CDC) for consistency with changes to the Transportation Planning Rule (TPR) requirements. The TPR changes were the result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules in response to Governor Brown’s Executive Order 20-04, issued in 2020, directing state agencies to take actions to reduce and regulate greenhouse gas emissions.

The proposed ordinance is posted on the County's land use ordinance webpage at the following link:

www.washingtoncountyor.gov/lut/land-use-ordinances-progress

At its August 7, 2024, public hearing for this ordinance, the Planning Commission (PC) voted 7 to 0 to recommend the Board of Commissioners adopt Ordinance No. 903 as filed.

A staff report describing the changes is attached and posted on the above land use ordinance webpage.

Consistent with Board policy, testimony about the ordinance is limited to two minutes for individuals and five minutes for a representative of a group.

ADDITIONAL INFORMATION:**Community Feedback (Known Support/Opposition):**

One individual submitted written testimony in opposition to the ordinance and two individuals testified in-person against the ordinance at the Planning Commission hearing, as summarized in the staff report. No other testimony has been received.

Legal History/Prior Board Action:

Your Board received Work Session briefings on the CFEC rules on [October 5, 2021](#); [March 1, 2022](#); and on [March 21, 2023](#) (focused on parking reform rules).

Your Board sent a letter to the Land Conservation and Development Commission expressing concerns with the proposed rules and also signed onto a multi-agency stakeholder letter on [Sept. 22, 2021](#). Your Board also sent a [March 8, 2022](#) comment letter to LCDC.

Your Board also authorized County Counsel to submit an *Amicus Curae* brief along with Clackamas County in support of 13 cities (including five in Washington County), one county (Marion), and several development and business associations who filed a legal challenge to the adopted CFEC rules. The *Amicus* brief was filed with the Oregon Court of Appeals on March 29, 2023.

Budget Impacts:

None

ATTACHMENTS:

[ADOPTED - Ordinance No. 903 \(Parking Reform\) - Filed Ordinance with Public Notice](#)

[Ord. No. 903 \(Parking Reform\) - Staff Report](#)

[Ord. No. 903 \(Parking Reform\) - Staff Report Att. A](#)

[Ord. No. 903 \(Parking Reform\) - Staff Report Att. B](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Kevin Moss, Board Clerk

October 15, 2024

Date Signed

ADOTPED



WASHINGTON COUNTY OREGON

PROPOSED LAND USE ORDINANCE NO. 903
Individual and General Notice 2024-03
July 11, 2024

The Washington County Planning Commission and Board of Commissioners will soon consider proposed **Ordinance No. 903**. Listed below is a description of the ordinance, hearing dates and other relevant information. If you have any questions about the ordinance, or if you would like additional information, please contact Long Range Planning at 503-846-3519, select option 3, then option 2 or lutplan@washingtoncountyor.gov.

ORDINANCE PURPOSE AND SUMMARY:

Ordinance No. 903 proposes to amend the Transportation System Plan (TSP), all Community Plans, and the Community Development Code (CDC) relating to parking to conform with recent changes to state Transportation Planning Rule (TPR) requirements. The TPR changes were the result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules in response to Executive Order 20-04 issued by the Governor in 2020, directing state agencies to take actions to reduce and regulate greenhouse gas emissions.

Who is Affected

All residents within urban unincorporated areas of Washington County are potentially affected by this ordinance.

What Land is Affected

All land within urban unincorporated areas is potentially affected by this ordinance.

PUBLIC HEARING INFORMATION:

Hearings are scheduled for the dates and times below. For information about the meetings and how to testify, please see the following webpages or call 503-846-3519 and select option 3, then option 2.

Planning Commission: <https://www.washingtoncountyor.gov/lut/planning/planning-commission>

Board of Commissioners: <https://washingtoncounty.civicweb.net/Portal>

Planning Commission

1:30 p.m.

Aug. 7, 2024

Board of Commissioners

10 a.m.

Oct. 15, 2024

Planning Commission and Board meetings are hybrid (in person and virtually on Zoom).

In person hearings are in the auditorium of the Charles D. Cameron Public Services Building, 155 N. First Ave., Hillsboro

The ordinance is available for review on the Land Use Ordinances webpage: [Land Use Ordinances in Progress | Washington County, OR \(washingtoncountyor.gov\)](#) Staff Reports will be available a week in advance of each hearing and will be posted on the ordinances in progress webpage.

Department of Land Use & Transportation

Planning and Development Services • Long Range Planning

155 N First Ave, Suite 350, MS14, Hillsboro, OR 97124-3072

phone: 503-846-3519 | www.washingtoncountyor.gov/lut | lutplan@washingtoncountyor.gov

At its Oct. 15, 2024 public hearing, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If adopted Oct. 15, it would become effective Nov. 14, 2024.

KEY PROVISIONS:

- Add strategy statement in the TSP to reflect the County’s existing Neighborhood Streets Program as a means of managing on-street parking.
- Remove parking maximum designation maps (Zone A and B) from all community plans.
- Amend the CDC to:
 - Remove minimum parking requirements for urban unincorporated areas.
 - Update parking maximum requirements for selected uses and apply a single set of maximum parking standards to all urban unincorporated areas.
 - Add tree canopy requirements for surface parking lots greater than 0.5 acres.
 - Remove residential on-street parking requirements.
 - Add minimum ADA accessible parking requirements for larger uses.
 - Make minor changes for consistency.

AFFECTED LAND USE PLANNING DOCUMENTS:

Transportation System Plan

- Goal 3: Livability

Community Plan(s)

- Aloha – Reedville – Cooper Mountain
- Bethany
- Bull Mountain
- Cedar Hills – Cedar Mill
- East Hillsboro
- Metzger – Progress
- Raleigh Hills – Garden Home
- Sherwood
- Sunset West
- West Tigard
- West Union

Community Development Code

- Section 106 – Definitions;
- Section 201 – Development Permit;
- Section 300 – Land Use Districts Introduction;
- Section 302 – R-5 District (Residential 5 Units Per Acre);
- Section 303 – R-6 District (Residential 6 Units Per Acre);
- Section 304 – R-9 District (Residential 9 Units Per Acre);
- Section 305 – R-15 District (Residential 15 Units Per Acre);
- Section 306 – R-24 District (Residential 24 Units Per Acre);
- Section 307 – R-25+ District (Residential 25 Units or More Per Acre);
- Section 375 – Transit-Oriented Districts;
- Section 381 – Interim Light Rail Station Area Overlay District;

Continued on next page

- Section 385 – Private Use Airport Overlay District;
- Section 390 – North Bethany Subarea Overlay District;
- Section 392 – Pedestrian-Oriented Mixed-Use District;
- Section 401 – Development Standards Introduction;
- Section 403 – Applicability;
- Section 404 – Master Planning;
- Section 407 – Landscape Design;
- Section 413 – Parking and Loading;
- Section 430 – Special Use Standards; and
- Section 601 – Applicability of Standard Land Divisions and Property Line Adjustments.

HOW TO SUBMIT COMMENTS:

Washington County is committed to broad community engagement and transparency of government. **Advance registration is recommended when providing testimony via Zoom on agenda items or additional communication at designated times.**

For Planning Commission registration and contact information, please visit the Planning Commission webpage: <https://www.washingtoncountyor.gov/lut/planning/planning-commission>

For Board registration instructions and contact information, please visit the How to Testify webpage: [Board of County Commissioners \(BCC\) | Washington County, OR \(washingtoncountyor.gov\)](#)

Staff Contact

Clinton “CJ” Doxsee, Senior Planner, cj_doxsee@washingtoncountyor.gov, 503-846-3402

The ordinance is available for review on the Land Use Ordinances webpage: [Land Use Ordinances in Progress | Washington County, OR \(washingtoncountyor.gov\)](#) Staff Reports will be available a week in advance of each hearing and will be posted on the ordinances in progress webpage.

The ordinance will be available for review at the following locations:

- Department of Land Use & Transportation
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs), call 503-846-6288

FILED

JUL 01 2024

BEFORE THE BOARD OF COUNTY COMMISSIONERS

**WASHINGTON COUNTY
COUNTY CLERK**

FOR WASHINGTON COUNTY, OREGON

ADOPTED

ORDINANCE 903

An Ordinance Amending the
Transportation System Plan, All
Community Plans, and the Community
Development Code Relating to Parking to
Conform with State Requirements

The Board of County Commissioners of Washington County, Oregon (“Board”) ordains as follows:

SECTION 1

A. The Board recognizes that the Transportation System Plan Element of the Comprehensive Plan was adopted on October 25, 1988, by way of Ordinance Nos. 332 and 333, and subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463, 470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601, 609, 611, 626, 627, 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744, 749, 750, 760, 767 768, 775, 783, 789, 790, 799, 802, 805, 814, 816, 834, 844, 851, and 881, 882, and 900.

B. The Board recognizes that the Aloha - Reedville - Cooper Mountain Community Plan was adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 292, 294, 344, 367, 418, 420, 471, 480, 551, 552, 588, 610, 615, 620, 649, 653, 674, 683, 776, 783, 785, 799, 857, and 865.

C. The Board recognizes that the Bethany Community Plan was adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 345, 420, 471, 480,

///

1 551, 552, 588, 610, 615, 620, 649, 702, 712, 730, 739, 744, 745, 758, 771, 783, 789, 790, 799,
2 801, 809, 838, 843, 846, 866, and 889.

3 D. The Board recognizes that the Bull Mountain Community Plan was adopted by
4 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 368, 420, 480, 487,
5 547, 551, 552, 588, 610, 615, 659, 666, 783, 785, 799, 865 and 897.

6 E. The Board recognizes that the Cedar Hills - Cedar Mill Community Plan was
7 adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 346, 369,
8 396, 418, 420, 450, 471, 480, 484, 526, 551-553, 588, 609, 610, 620, 631, 732, 783, 799, 802,
9 and 809.

10 F. The Board recognizes that the East Hillsboro Community Plan was adopted by
11 Ordinance Nos. 278 and 280 and subsequently amended by Ordinance Nos. 349, 420, 480, 532,
12 551, 588, 610, 615, 686, 783, 785, 799, and 865.

13 G. The Board recognizes that the Metzger - Progress Community Plan was adopted
14 by Ordinance No. 236 and subsequently amended by Ordinance Nos. 278, 280, 350, 364, 420,
15 471, 480, 551, 552, 588, 608, 610, 783, and 799.

16 H. The Board recognizes that the Raleigh Hills - Garden Home Community Plan was
17 adopted by Ordinance No. 215 and subsequently amended by Ordinance Nos. 278, 280, 292,
18 347, 365, 408, 420, 471, 480, 551, 552, 588, 608, 610, 683, 758, 783, and 799.

19 I. The Board recognizes that the Sherwood Community Plan was adopted by
20 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance No. 370, 420, 480, 551,
21 588, 610, 615, 649, 783, and 799.

22 ///

1 J. The Board recognizes that the Sunset West Community Plan was adopted by
 2 Ordinance No. 242 and subsequently amended by Ordinance Nos. 278, 280, 292, 294, 348, 366,
 3 418, 420, 480, 485, 503, 526, 531, 532, 551-553, 588, 610, 620, 717, 760, 780, 783, and 799.

4 K. The Board recognizes that the West Tigard Community Plan was adopted by
 5 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 292, 294, 480, 601,
 6 and 799.

7 L. The Board recognizes that the West Union Community Plan was adopted by
 8 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 420, 480, 551, 588,
 9 610, 671, 694, 783, 799, and 865.

10 M. The Board recognizes that the Community Development Code Element of the
 11 Comprehensive Plan was readopted with amendments on September 9, 1986, by way of
 12 Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363,
 13 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434,
 14 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504,
 15 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583,
 16 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638,
 17 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698,
 18 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, 754-758, 760,
 19 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-802, 804, 809-811, 813-815, 820, 822-824,
 20 826-828, 831-835, 838, 840-842, 845-847, 851, 853, 855-859, 864, 866, 867, 877, 885, 889, and
 21 890.

22 ///

1 N. As a result of Executive Order 20-04 issued by the Oregon Governor in 2020,
 2 entitled, “Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas
 3 Emissions,” the Land Conservation and Development Commission (LCDC) adopted the Climate-
 4 Friendly and Equitable Communities (CFEC) rules. Among other things, the CFEC rules require
 5 communities to update their local land use and transportation system plans to allow for greater
 6 residential density and reduce the amount of land that must be reserved for parking. Although
 7 litigation challenging the rules is still ongoing, the Oregon Court of Appeals upheld all but two
 8 paragraphs of the CFEC rules in *City of Cornelius v DLCD*, 331 Or App 349 (March 6, 2024). As
 9 to certain required parking reform amendments to the Washington County land use and
 10 transportation system plans, LCDC granted Washington County an extension to December 31,
 11 2024 (the original date was June 30, 2023). This Ordinance is designed to meet that deadline.
 12 Thus, the Board takes note that such changes are for the health, welfare, and benefit of the
 13 residents of Washington County, Oregon.

14 O. Under the provisions of Washington County Charter Chapter X, the Department
 15 of Land Use and Transportation has carried out its responsibilities, including preparation of
 16 notices, and the County Planning Commission has conducted one or more public hearings on the
 17 proposed amendments and has submitted its recommendations to the Board. The Board finds that
 18 this Ordinance is based on those recommendations and any modifications made by the Board are
 19 a result of the public hearings process.

20 P. The Board finds and takes public notice that it is in receipt of all matters and
 21 information necessary to consider this Ordinance in an adequate manner, and finds that this
 22 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan

1 adoption as set forth in Chapters 197 and 215 of Oregon Revised Statutes, the Washington
2 County Charter, and the Washington County Comprehensive Plan.

3 SECTION 2

4 The following Exhibits, attached and incorporated herein by reference, are hereby
5 adopted as amendments to the following documents:

6 A. Exhibit 1 (1 page) amends the Transportation System Plan.

7 B. Exhibit 2 (6 pages) amends the Aloha - Reedville - Cooper Mountain Community
8 Plan text and deletes the Parking Maximum Designations Map.

9 C. Exhibit 3 (3 pages) amends the Bethany Community Plan Chapter 1 text and
10 deletes the Chapter 1 and Chapter 2 Parking Maximum Designations Maps.

11 D. Exhibit 4 (2 pages) amends the Bull Mountain Community Plan text and deletes
12 the Parking Maximum Designations Map.

13 E. Exhibit 5 (5 pages) amends the Cedar Hills - Cedar Mill Community Plan text and
14 deletes the Parking Maximum Designations Maps.

15 F. Exhibit 6 (5 pages) amends the East Hillsboro Community Plan text and deletes
16 the Parking Maximum Designations Map.

17 G. Exhibit 7 (2 pages) amends the Metzger - Progress Community Plan text and
18 deletes the Parking Maximum Designations Map.

19 H. Exhibit 8 (2 pages) amends the Raleigh Hills - Garden Home Community Plan
20 text and deletes the Parking Maximum Designations Map.

21 I. Exhibit 9 (2 pages) amends the Sherwood Community Plan text and deletes the
22 Parking Maximum Designations Map.

1 J. Exhibit 10 (4 pages) amends the Sunset West Community Plan text and deletes
2 the Parking Maximum Designations Map.

3 K. Exhibit 11 (1 page) amends the West Tigard Community Plan, deleting the
4 Parking Maximum Designations Map.

5 L. Exhibit 12 (2 pages) amends the West Union Community Plan text and deletes the
6 Parking Maximum Designations Map.

7 M. Exhibit 13 (32 pages) amends the following provisions of the Community
8 Development Code:

- 9 1. Section 106 – Definitions;
- 10 2. Section 201 – Development Permit;
- 11 3. Section 300 – Land Use Districts Introduction;
- 12 4. Section 302 – R-5 District (Residential 5 Units Per Acre);
- 13 5. Section 303 – R-6 District (Residential 6 Units Per Acre);
- 14 6. Section 304 – R-9 District (Residential 9 Units Per Acre);
- 15 7. Section 305 – R-15 District (Residential 15 Units Per Acre);
- 16 8. Section 306 – R-24 District (Residential 24 Units Per Acre);
- 17 9. Section 307 – R-25+ District (Residential 25 Units or More Per Acre);
- 18 10. Section 375 – Transit-Oriented Districts;
- 19 11. Section 381 – Interim Light Rail Station Area Overlay District;
- 20 12. Section 385 – Private Use Airport Overlay District
- 21 13. Section 390 – North Bethany Subarea Overlay District
- 22 14. Section 392 – Pedestrian-Oriented Mixed-Use Districts;

1 sections, and making any technical changes not affecting the substance of these amendments as
2 necessary to conform to the Washington County Comprehensive Plan format.

3 SECTION 7

4 This Ordinance shall take effect 30 days after adoption.

5 ENACTED this 15th day of October, 2024, being the 1st reading and
6 1st public hearing before the Board of County Commissioners of Washington County,
7 Oregon.

8
9 OREGON

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY,

10
11 
CHAIR KATHRYN HARRINGTON

12 
13 RECORDING SECRETARY

14 READING
15 First 10-15-24
16 Second _____
17 Third _____
18 Fourth _____
19 Fifth _____

PUBLIC HEARING
First 10-15-24
Second _____
Third _____
Fourth _____
Fifth _____

20 VOTE: Aye: Harrington, Fai, Treece, Willey
21 Recording Secretary: Kevin Mory

Nay: _____
Date: 10-15-24

**Excused:
Rogers**

Sections of the TRANSPORTATION SYSTEM PLAN are amended to reflect the following:

Part 2 — General Transportation Policies for Washington County

General Policies

Livability

Goal 3: Livability

Preserve and enhance Washington County’s quality of life for all residents, workers and visitors.

Objective 3.1 Strive to maintain and enhance the livability of existing and future communities and neighborhoods.

- **Strategy 3.1.1** When considering transportation improvements that create new, expanded or extended roadways, evaluate and balance the needs of the traveling public with the livability and viability of neighborhoods, business districts, agricultural areas, historic places and other cultural resources.
- **Strategy 3.1.2** Strive to limit inappropriate through-traffic and speeding in residential areas using the Neighborhood Streets Program, while maintaining adequate neighborhood and emergency access.
- **Strategy 3.1.3** Consider low-impact strategies to improve traffic flow including appropriate lane markings, safety improvements, roundabouts and other operational devices.
- **Strategy 3.1.4** Identify scenic view corridors and vistas, and strive to maintain and enhance these visual resources for residents and users of the transportation system.
- **Strategy 3.1.5** Follow federal and state regulations and guidelines on reducing transportation related noise.
- **Strategy 3.1.6** Work with appropriate entities to identify, avoid and/or mitigate negative impacts on the community from airport, rail freight, pipeline and electric transmission projects.
- ~~**Strategy 3.1.7** Regulate the provision of parking as identified in the Community Development Code (CDC).~~
- **Strategy 3.1.7** Utilize the Neighborhood Streets Program to address parking-related concerns and provide a process to establish on-street parking permit areas.

abcdef Proposed additions

~~abcdef~~ Proposed deletions

Sections of the ALOHA – REEDVILLE – COOPER MOUNTAIN COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

General Design Elements

21. ~~The required amount of parking for development shall be determined by the parking maximum designations and the standards of the CDC.~~

Renumber remaining sections accordingly.

SUBAREAS

Tualatin Valley (T.V.) Highway Corridor

Design Elements:

1. Access Management Plan

- d. **Application of Standards.** Except as stipulated under ORS 374.310, ORS 36.320 and OAR Chapter 734 - Division 50 (Highway Division) the following standards shall apply along T.V. Highway on land designated for commercial, industrial or higher density residential (R-24 and R-25+) use. These standards shall be applied consistently through the process in a

abcdef Proposed additions

~~abcdef~~ Proposed deletions

manner that reflects highway safety, the location of the site, the nature of the business proposed, the design of the site, proposed and existing buildings on the site, and buildings on adjacent properties with approved site plans. At the time of development review, CPO #6 and ODOT will receive from Washington County Land Use & Transportation a copy of all development applications with designs for review and comment.

7) Non-residential - provisions of access easements for internal circulation between adjacent properties

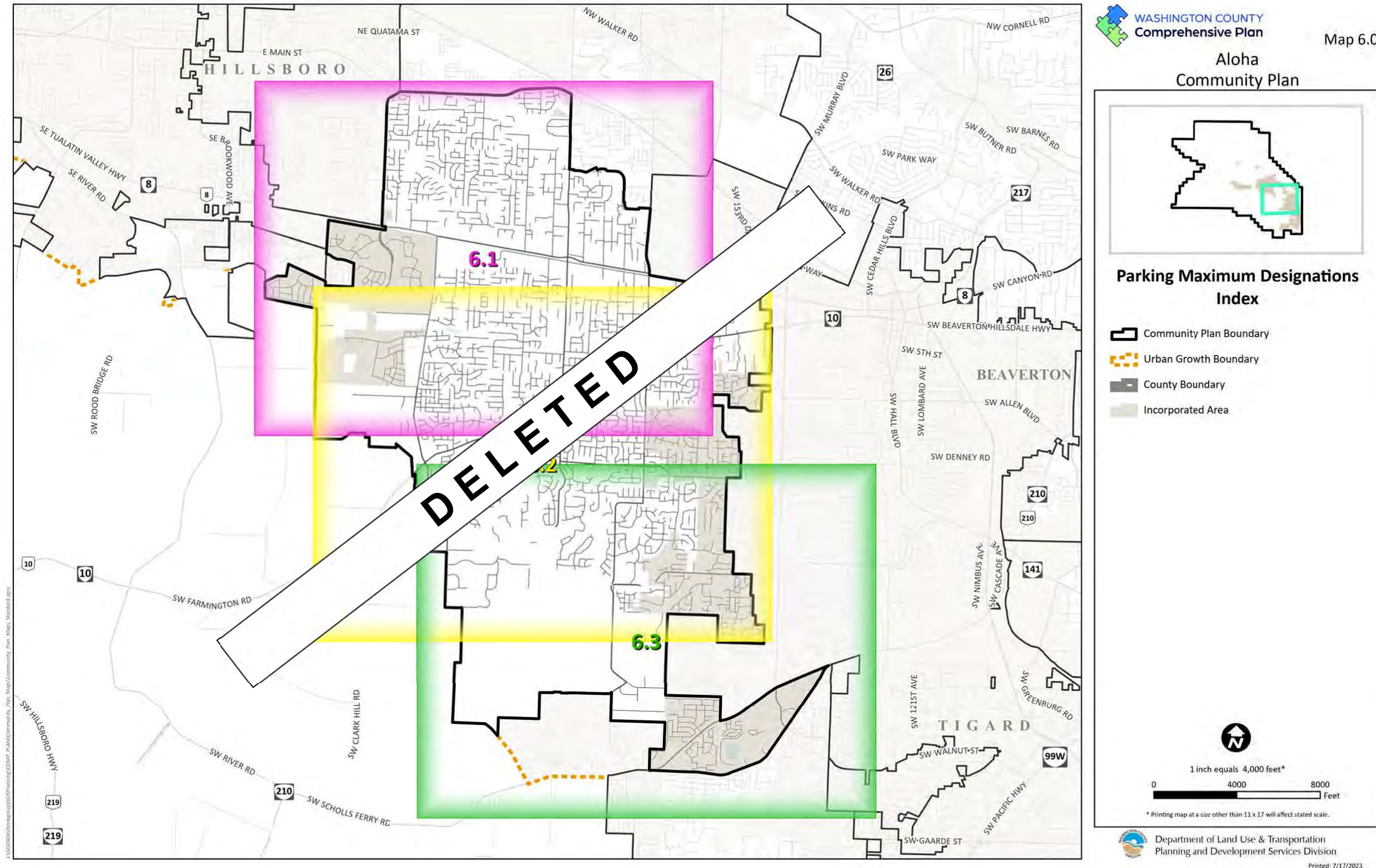
Landowners will provide access easements for internal circulation between adjacent properties within a block where feasible. Feasibility shall be determined during the development review process considering such factor as on-site existing and proposed building(s), parking and driveway locations, existing adjacent building(s), parking and driveways on adjacent parcels, natural constraints, and approved adjacent site plans. It is the intent to this internal access system to ultimately provide for interconnecting vehicular circulation via private driveways supportive of property development plans and to remove short local trip making from the T.V. Highway. When internal circulation is determined to be feasible under the above criteria, the design of on-site parking and circulation patterns for new developments or redevelopments shall attempt to accommodate future easements across adjacent property lines.

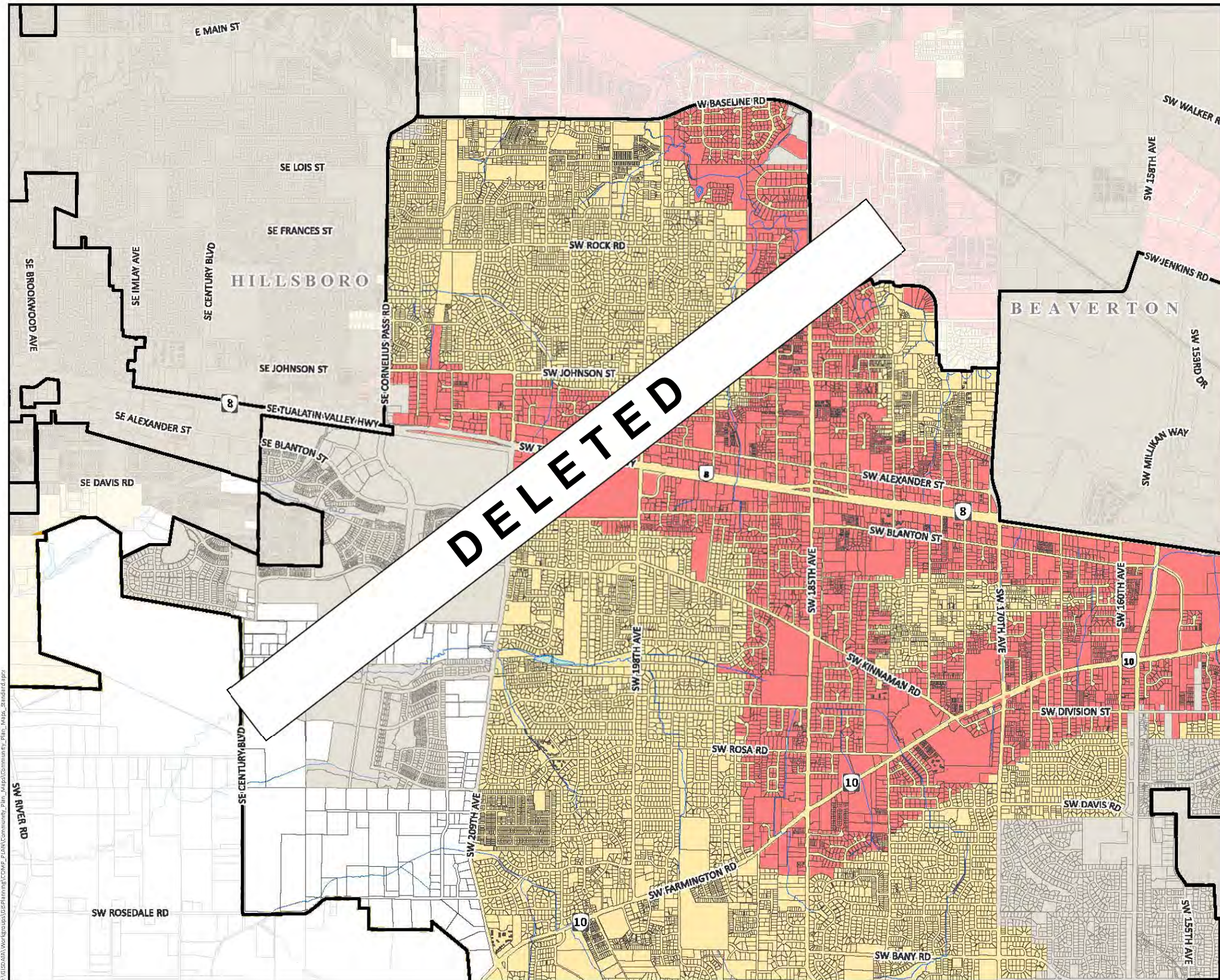
No operational or physical changes will be required of any property which is not a part of the application beyond that which was previously determined during the new development or redevelopment review specifically applicable to that property.

Additionally, on existing developments which have received development review approval, the requirement for internal circulation easements shall preserve the same ~~numbers of parking spaces on-site and same~~ internal circulation pattern unless mutually agreed upon by the affected property owners.

Compliance with this design element shall not cause non-compliance with parking requirements on those properties that have previously received development review approval.

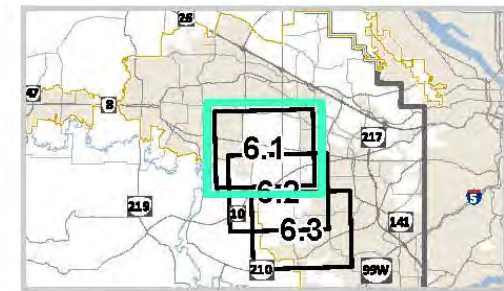
Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, 6.2 and 6.3':





WASHINGTON COUNTY
Comprehensive Plan
Map 6.1

Aloha - Reedville - Cooper Mtn.
Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

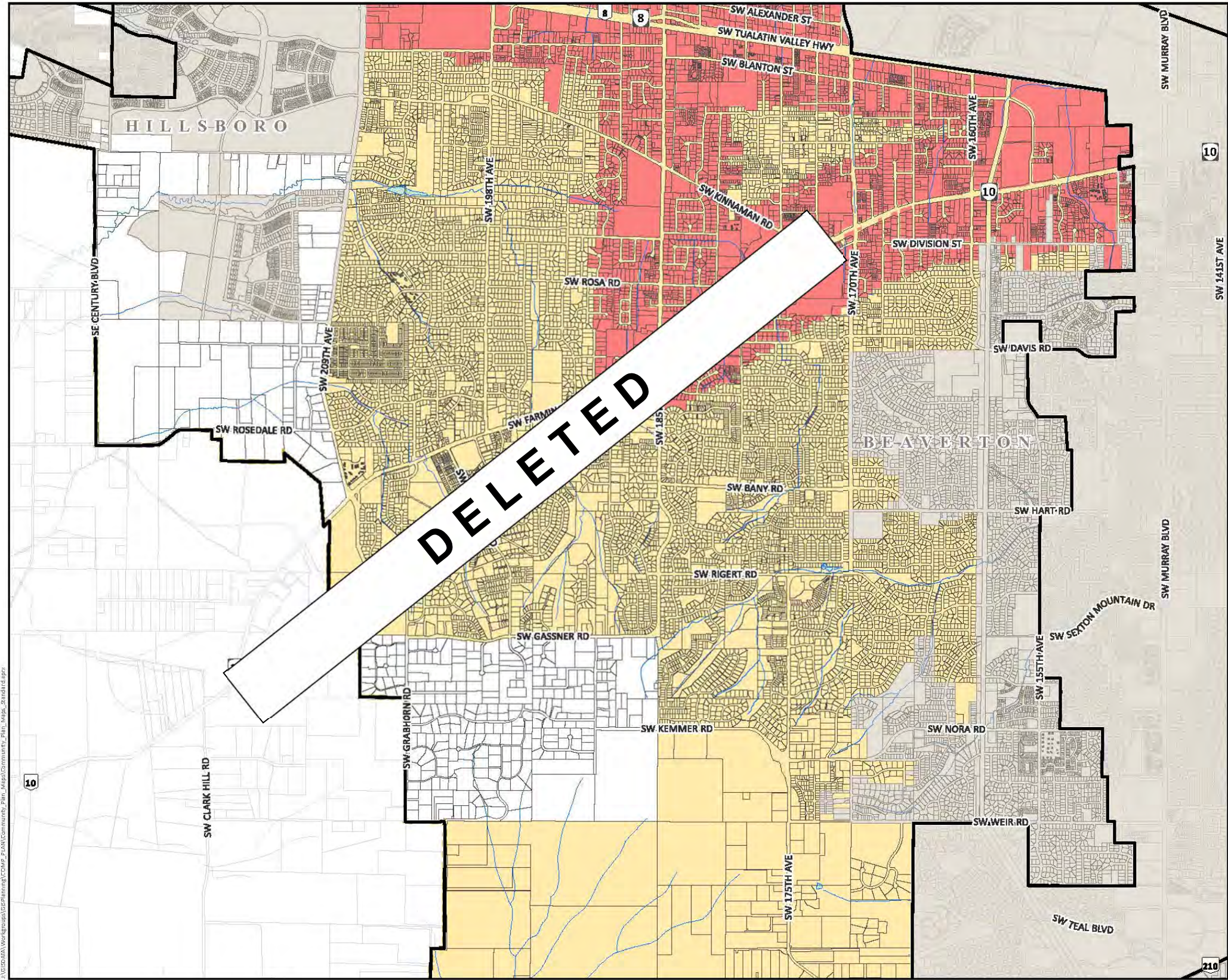
1 inch equals 2,000 feet*
0 1000 2000
Feet



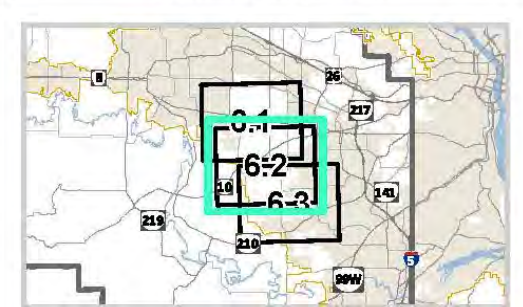
* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/2/2022

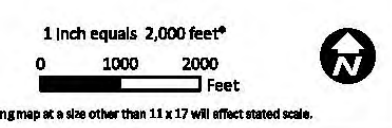


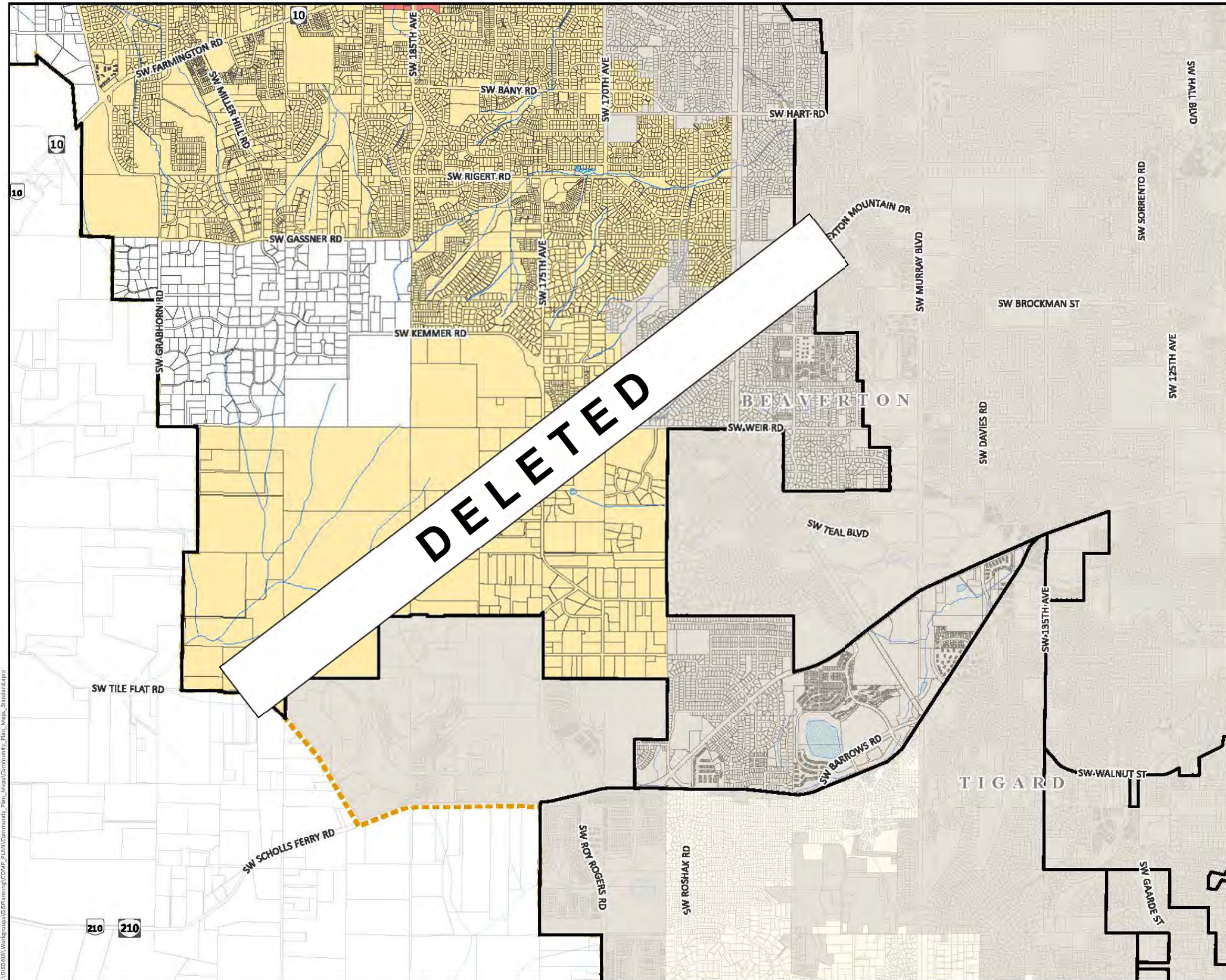
WASHINGTON COUNTY
Comprehensive Plan
Map 6.2
Aloha - Reedville - Cooper Mtn.
Community Plan



Parking Maximum Designations

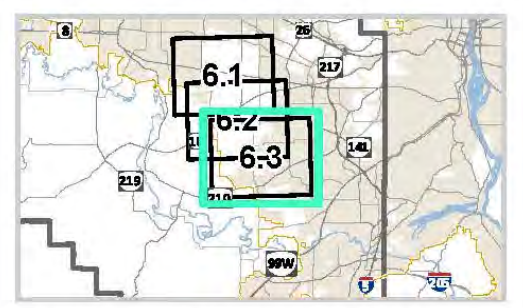
- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots





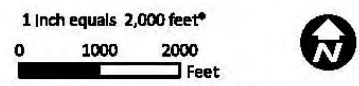
WASHINGTON COUNTY
 Comprehensive Plan
 Map 6.3

Aloha - Reedville - Cooper Mtn.
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots



* Printing map at a size other than 11 x 17 will affect stated scale.

Sections of the BETHANY COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

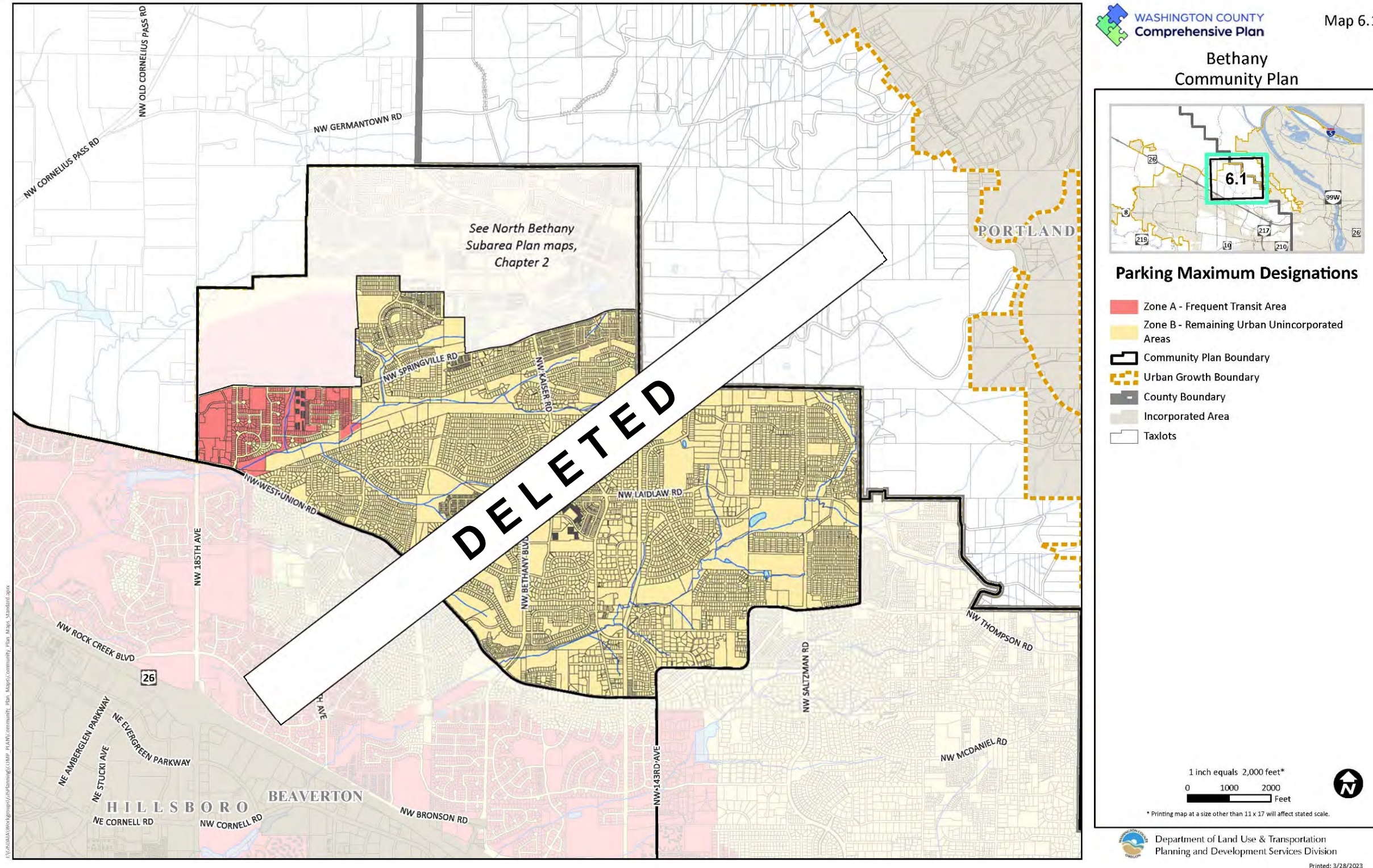
The general design elements listed below apply to the Bethany planning area as a whole and shall be considered during development actions in Bethany. Some of the general design elements are further refined to site-specific applications in the Design Element section of each subarea.

General Design Elements

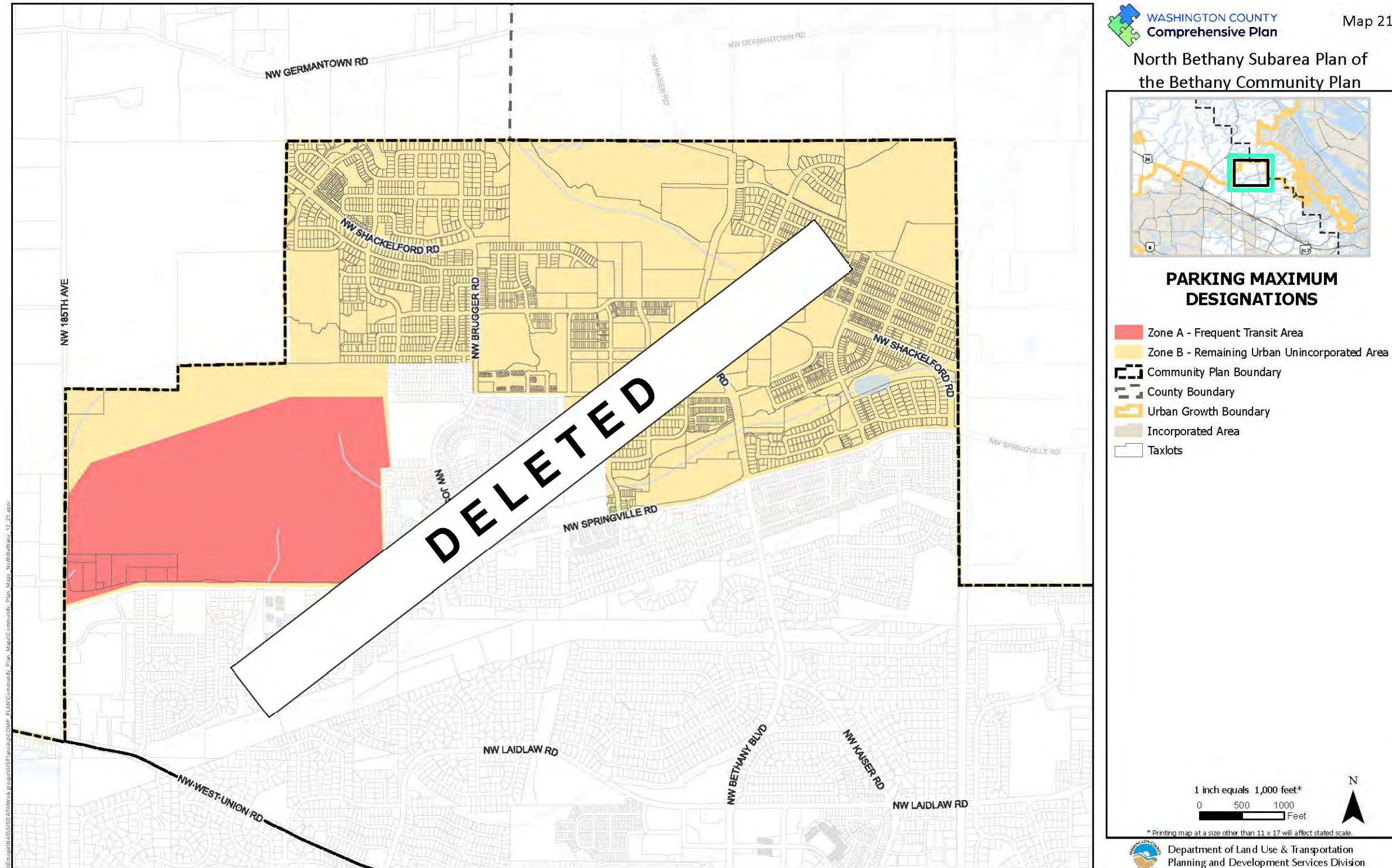
14. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'BETHANY COMMUNITY PLAN PARKING MAXIMUM DESIGNATIONS MAP' 6.1:



Delete 'NORTH BETHANY SUBAREA PLAN OF THE BETHANY COMMUNITY PLAN PARKING MAXIMUM DESIGNATIONS MAP 21:



Sections of the BULL MOUNTAIN COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

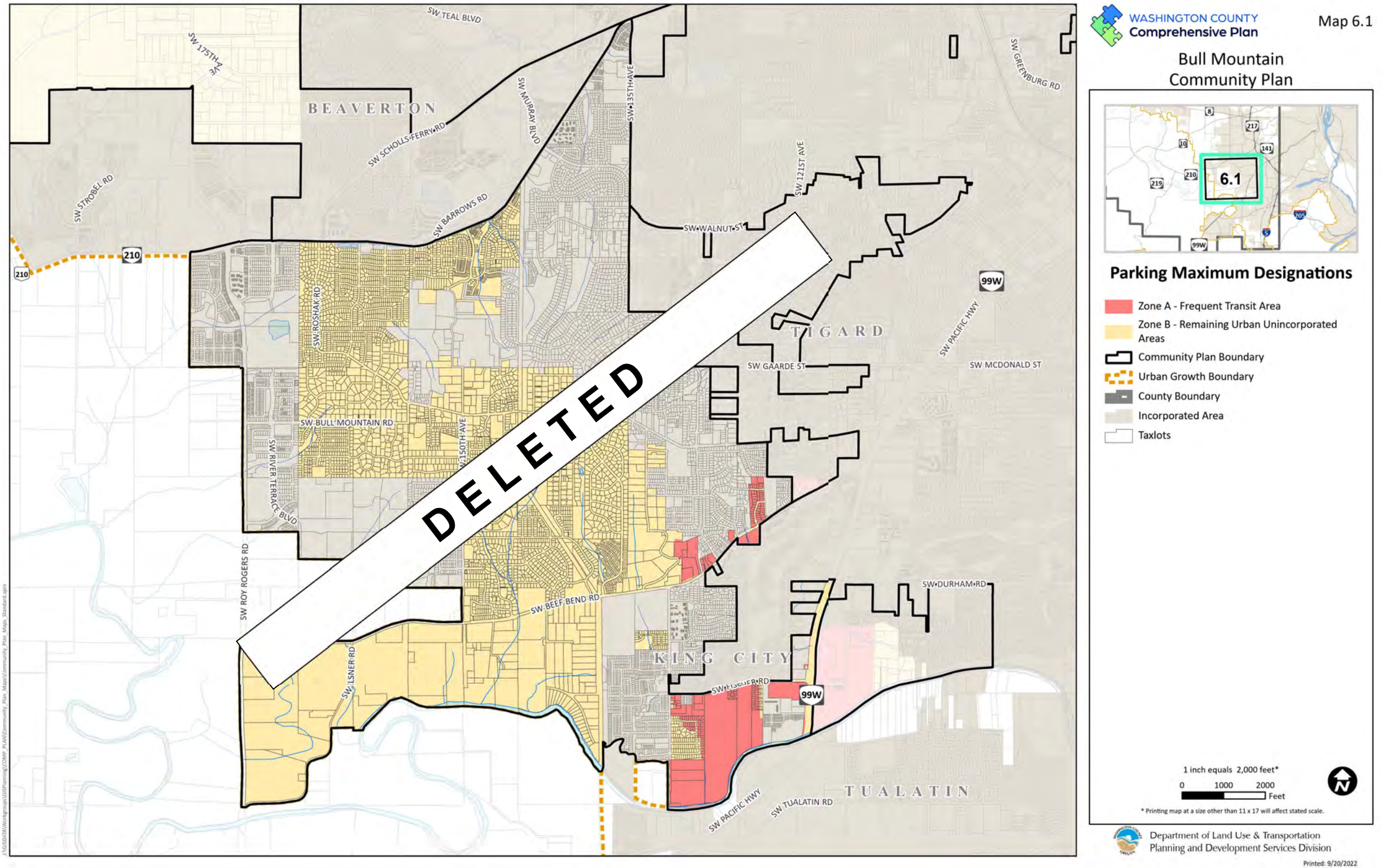
Community Design

General Design Elements

18. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



Sections of the CEDAR HILLS – CEDAR MILL COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

General Design Elements

16. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the CDC.~~

SUBAREAS

Cedar Mill West

Design Elements:

Area of Special Concern 13. Encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Murray Road.

As the properties at the four corners of the intersection of Murray and Cornell redevelop, the new development shall be designed so that buildings are placed at the corner, with parking, if provided, to the side or behind the building. Each corner building shall be at least two stories or 20 feet high. This same provision shall also apply to redevelopment of properties at the corners of the intersection of Murray and Science Park Drive.

abcdef Proposed additions

~~abcdef~~ Proposed deletions

Area of Special Concern No. 14 encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Saltzman Road. This is one of the core areas of the Cedar Mill Town Center.

A building shall be located on at least three of the four corners of the intersection of Saltzman and Dogwood with parking, if provided, to the side or behind the building. Instead of a building at the corner, a fourth corner (to be determined by which corner property owner chooses to develop it first) may be occupied by a public space complying with the Community Development Code standards for a common open space. Each corner building shall be at least two stories or 20 feet high. Similarly, two-story buildings or buildings that are at least 20 feet high shall be located at the corners of the following intersections, when properties at those locations redevelop:

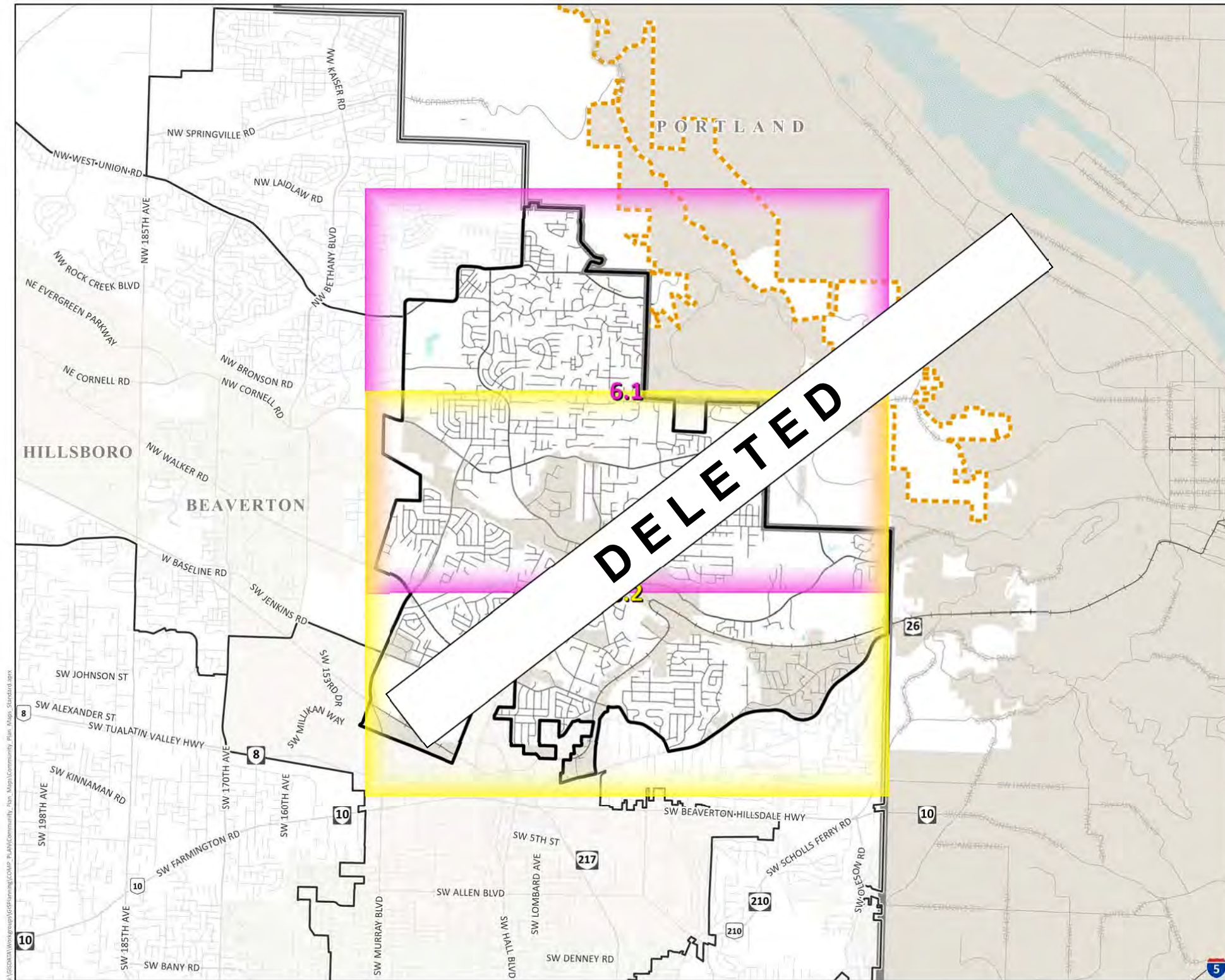
Barnes - Peterkort

Design Elements:

Area of Special Concern No. 11. It is the County’s objective that a high density, mixed-use, pedestrian-oriented, “urban village” develop in this area, with activity throughout the day, in the evening, and on weekends. No development in the area shall be approved prior to approval of an overall master plan for development in the area showing how the area will build out consistent with this objective. Completion of the approved master plan may be phased over a specified period of time. The approved master plan shall comply with the following:

- 8. Long-term parking needs shall be addressed in the master plan for Peterkort Station. Plans shall demonstrate the ability to meet the required 1.0 FAR standard ~~and to provide adequate parking at the time of build-out.~~

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, and 6.2':



WASHINGTON COUNTY
Comprehensive Plan
Map 6.0
Cedar Hills
Community Plan

Parking Maximum Designations Index

- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area

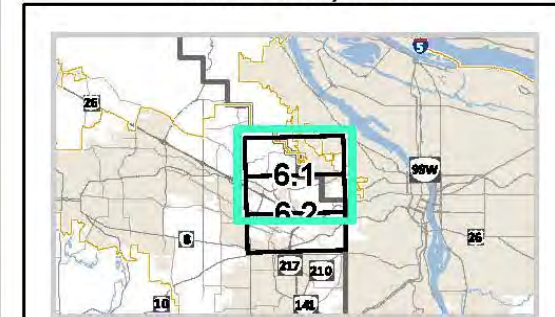
1 inch equals 4,000 feet*

0 4000 8000 Feet

* Printing map at a size other than 11 x 17 will affect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division
Printed: 7/17/2023

**Cedar Hills - Cedar Mill
 Community Plan**



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 Inch equals 2,000 feet*

0 1000 2000 Feet

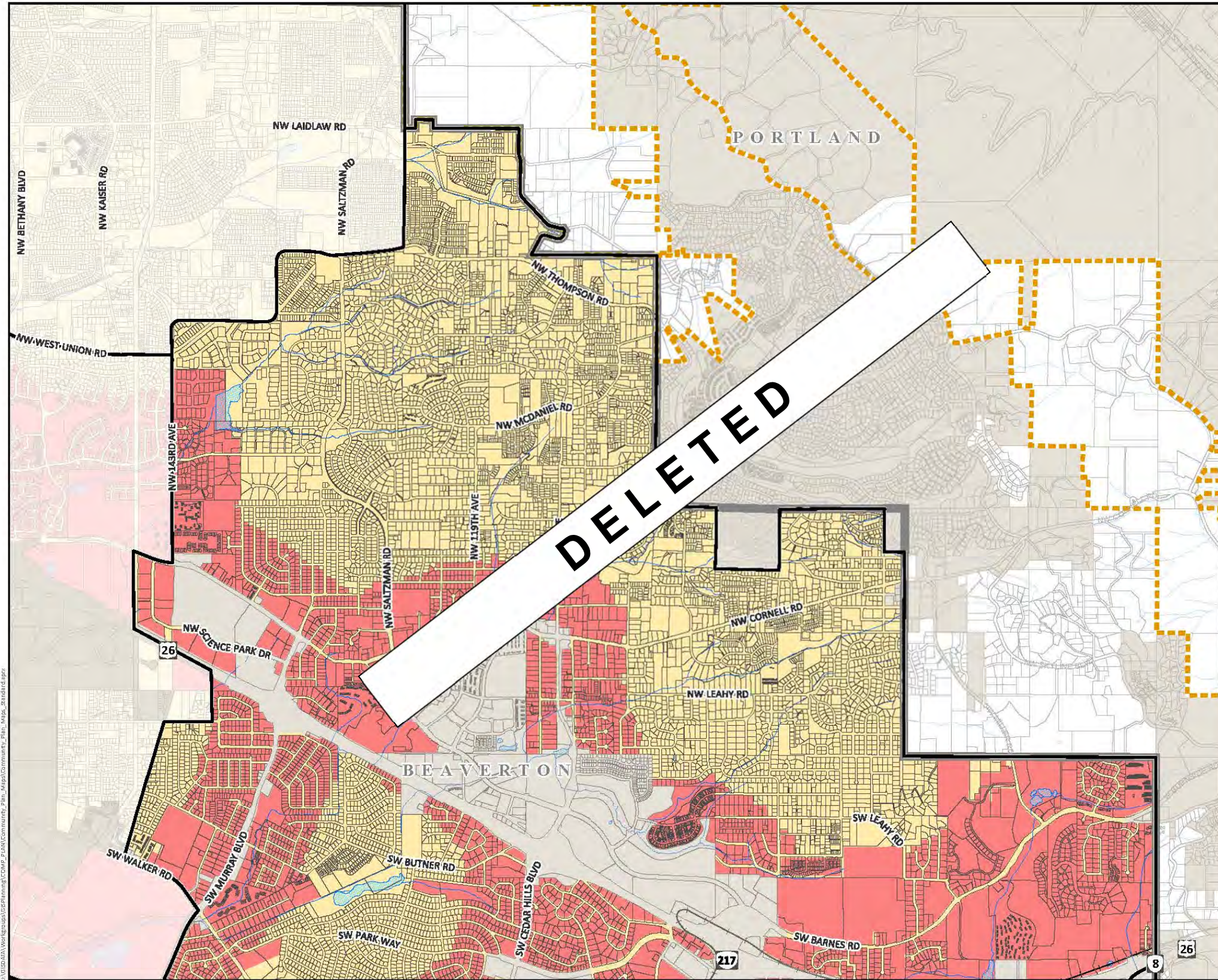


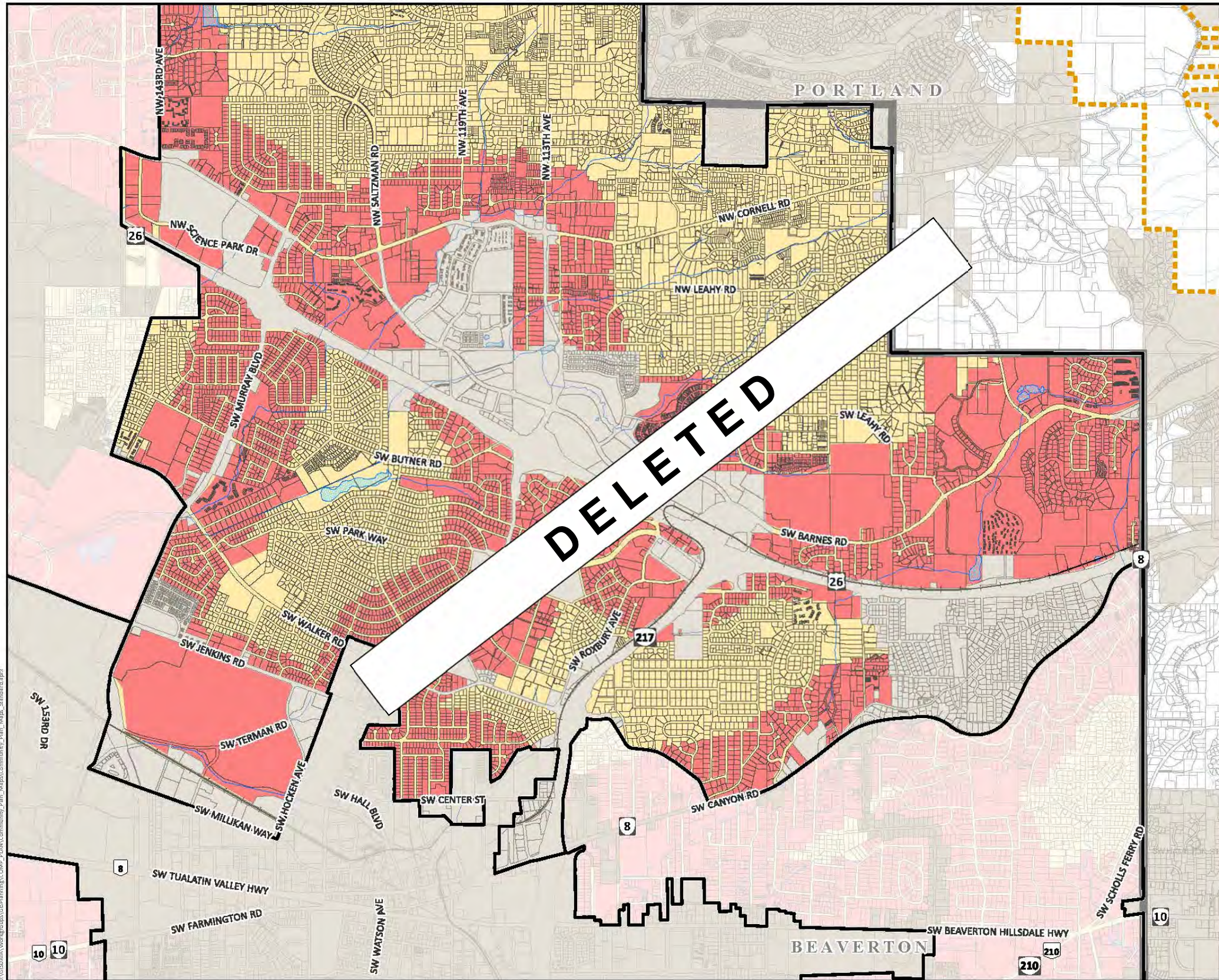
* Printing map at a size other than 11 x 17 will effect stated scale.



Department of Land Use & Transportation
 Planning and Development Services Division

Printed: 9/20/2022





WASHINGTON COUNTY
 Comprehensive Plan

Map 6.2
 Cedar Hills - Cedar Mill
 Community Plan

Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*
 0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
 Planning and Development Services Division
 Printed: 9/20/2022

Sections of the EAST HILLSBORO COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

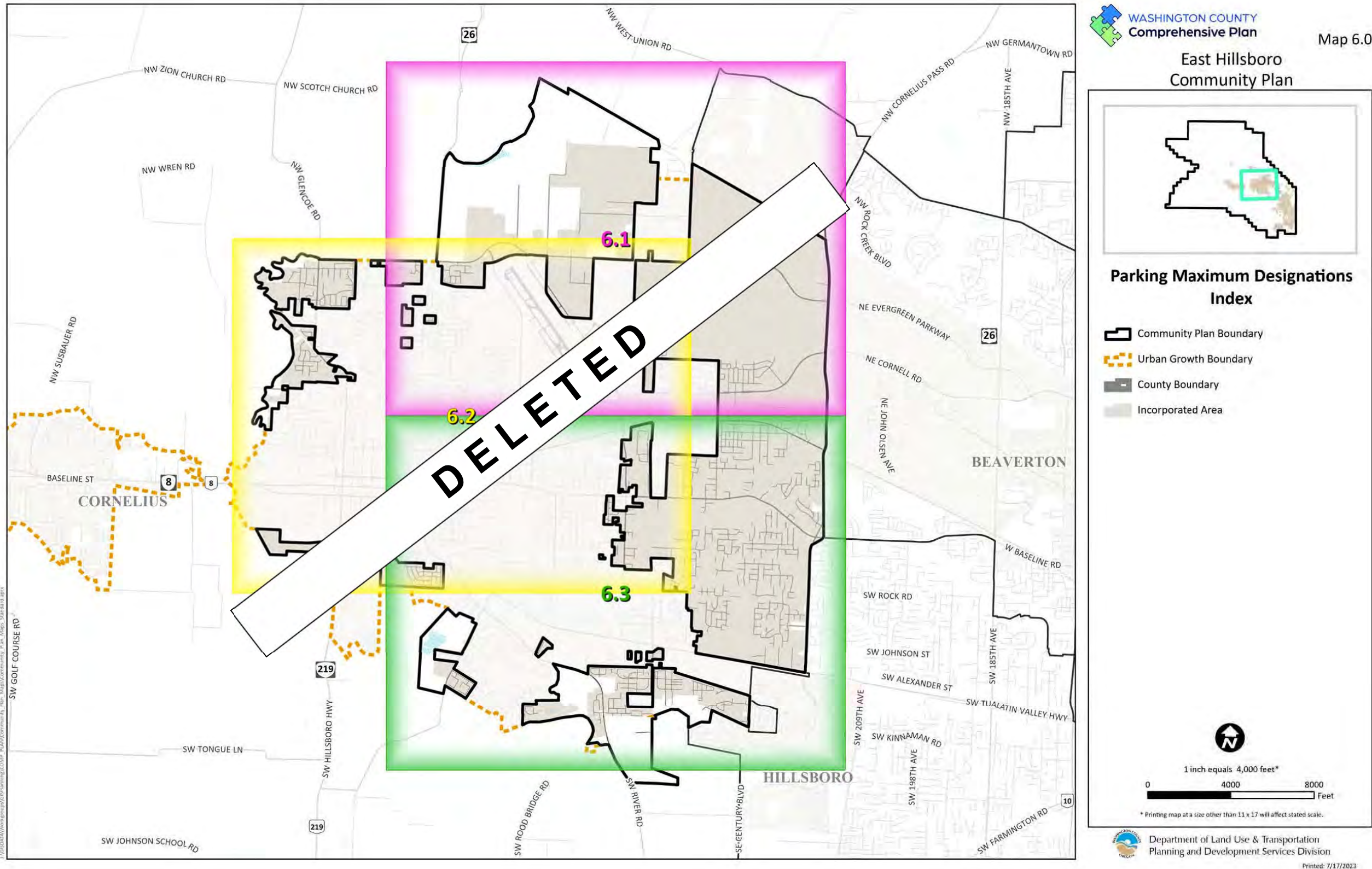
Community Design

General Design Elements

17. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, 6.2, and 6.3':





Map 6.1

East Hillsboro
 Community Plan

Parking Maximum Designations

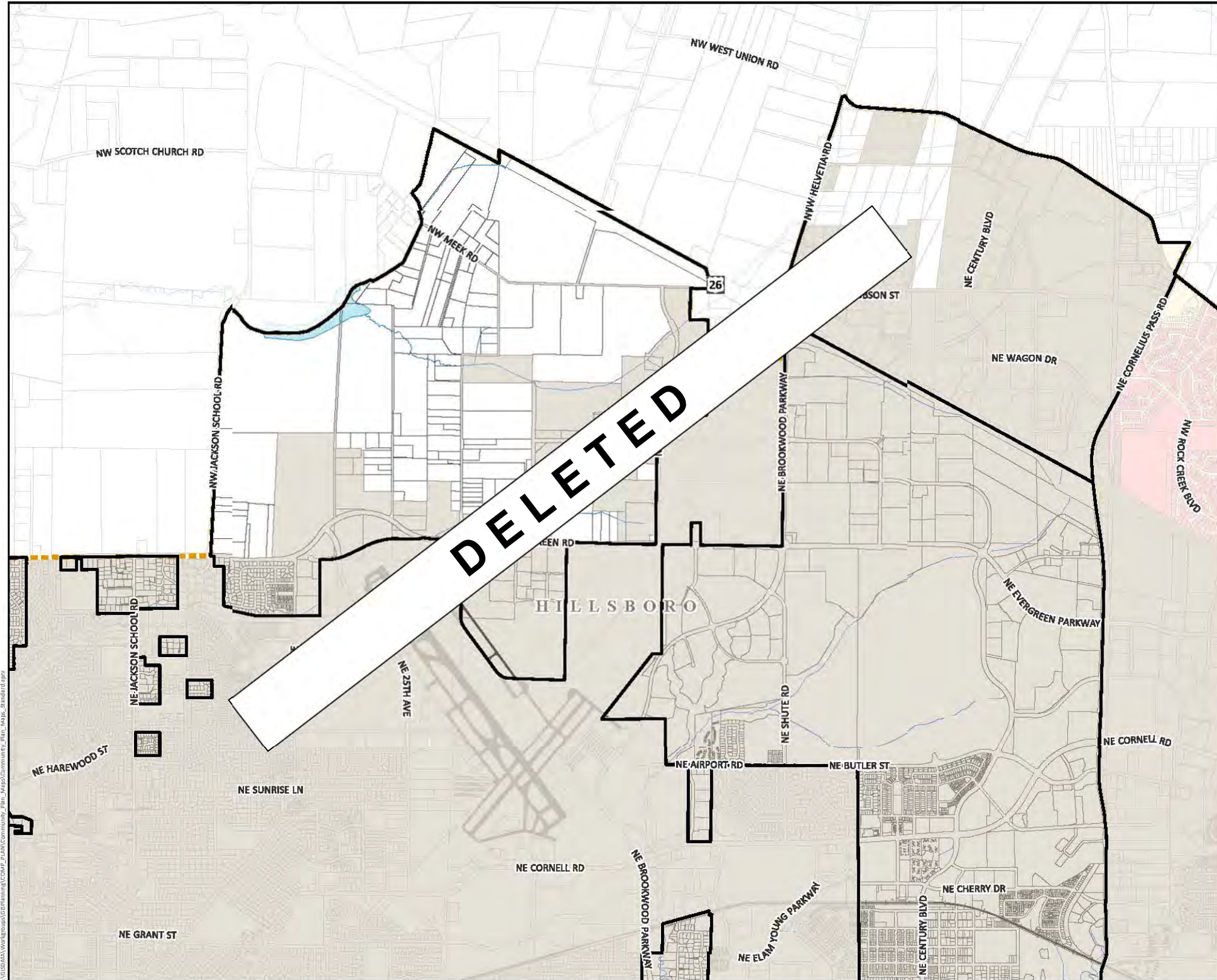
- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

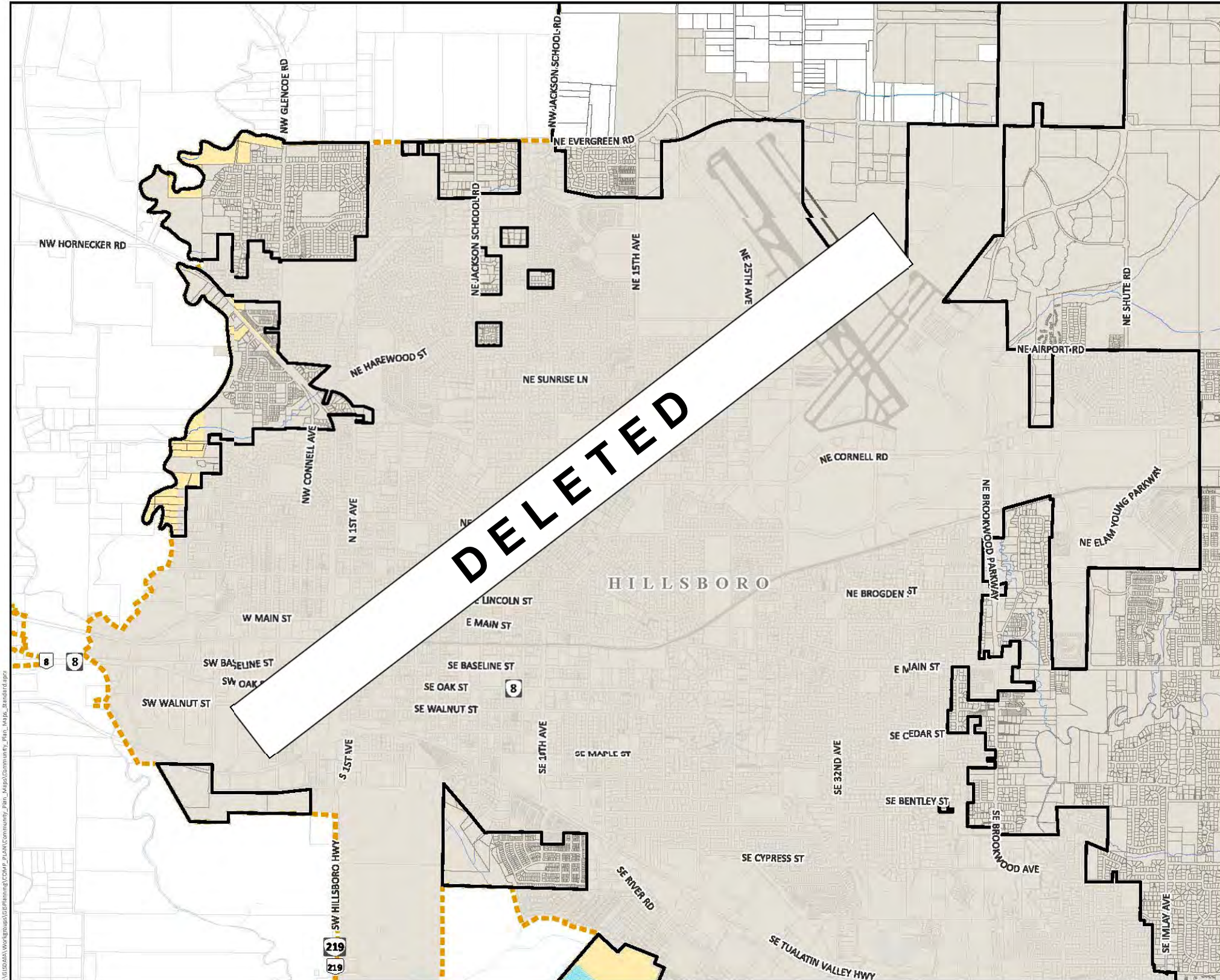
1 inch equals 2,000 feet*

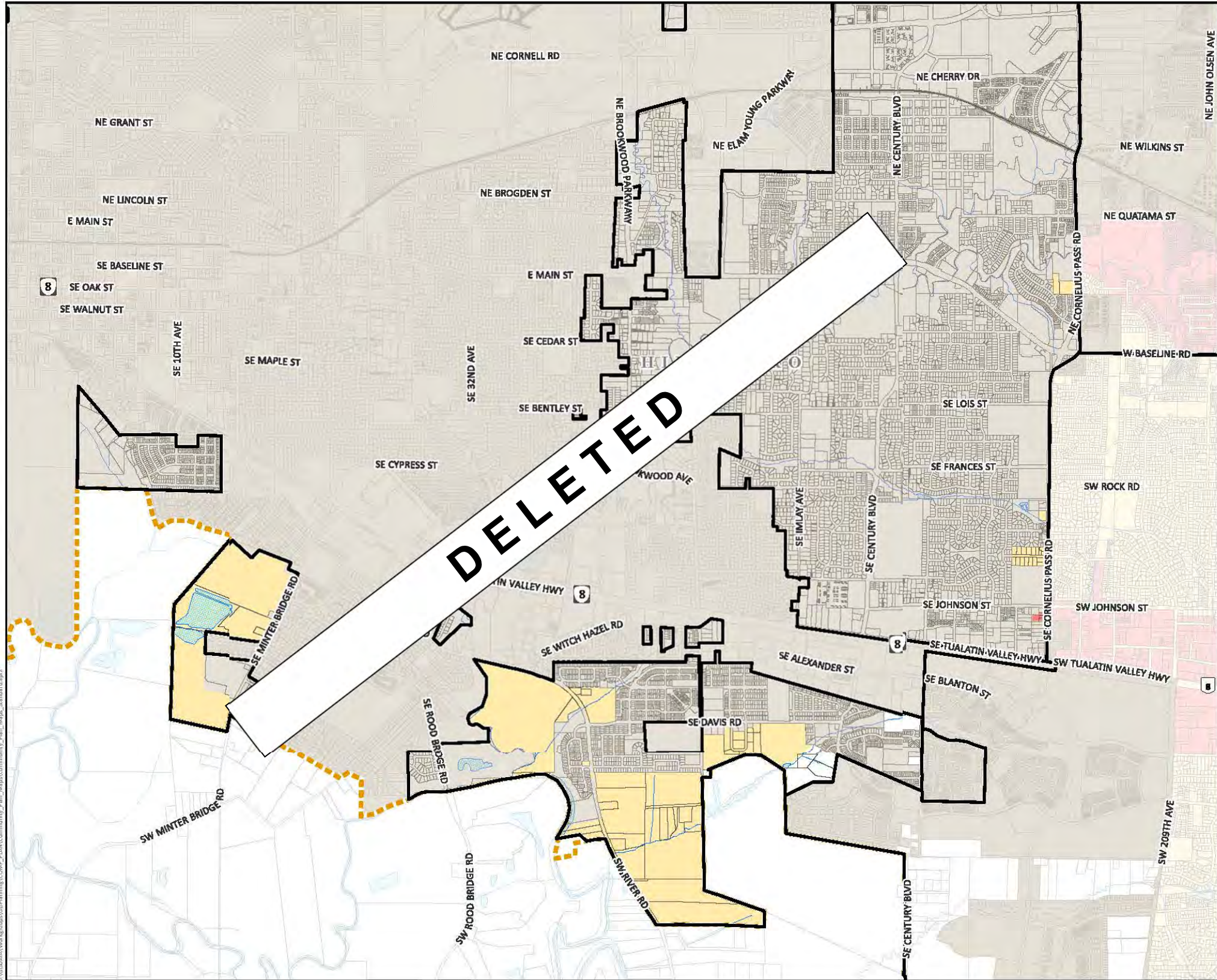
0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

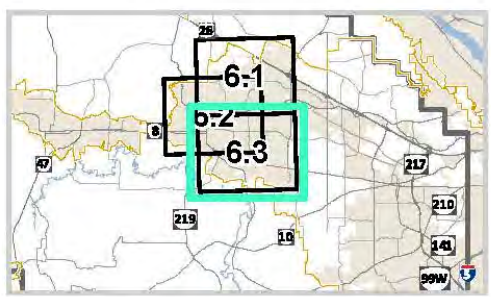
Department of Land Use & Transportation
 Planning and Development Services Division
 Printed: 9/29/2022





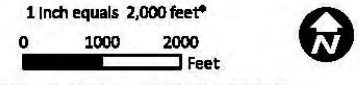


East Hillsboro
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots



* Printing map at a size other than 11 x 17 will effect stated scale.

Sections of the METZGER - PROGRESS COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

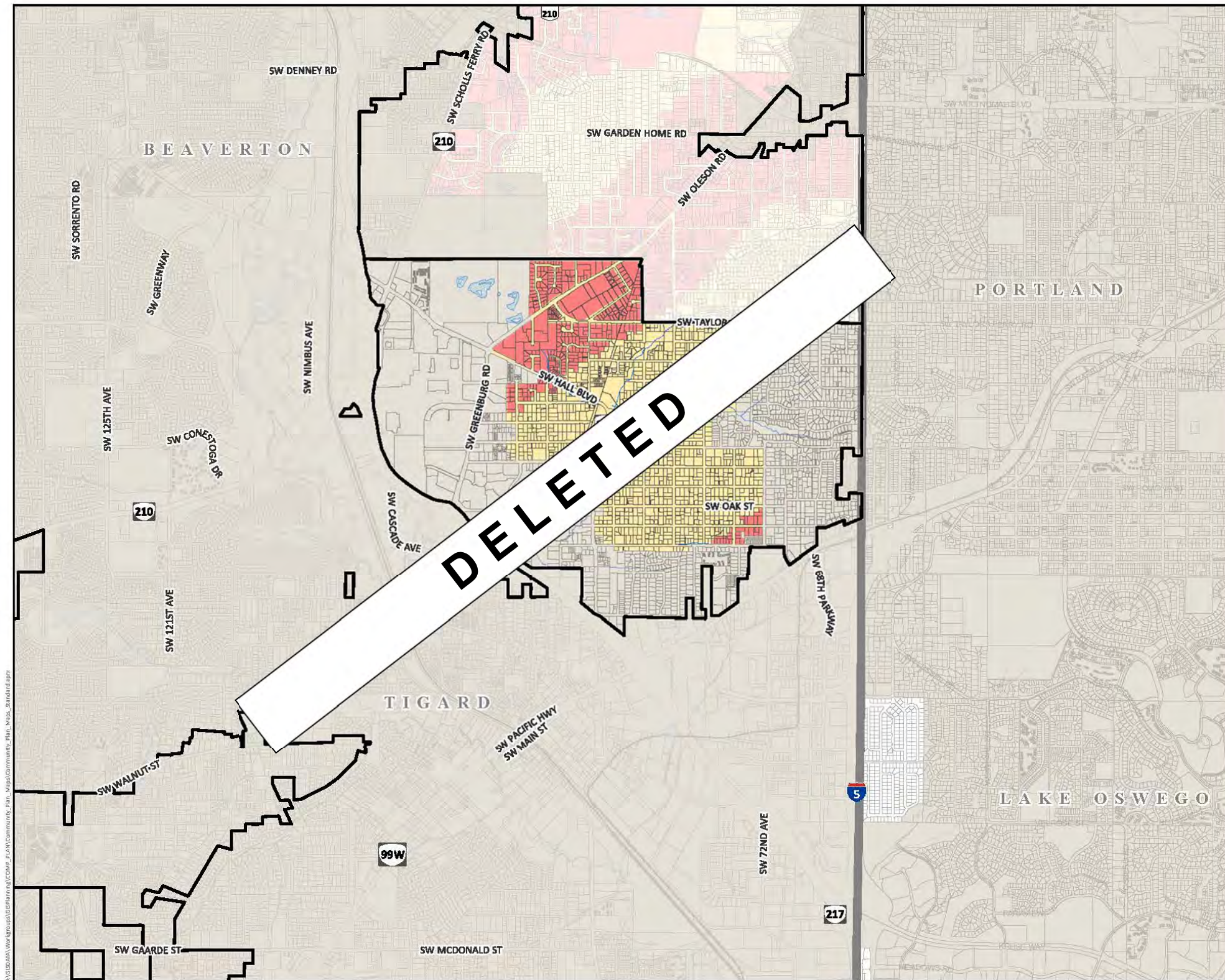
Community Design

General Design Elements

20. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



WASHINGTON COUNTY
Comprehensive Plan

Map 6.1
Metzger - Progress
Community Plan

Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*
0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division
Printed: 9/29/2022

Sections of the RALEIGH HILLS – GARDEN HOME COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

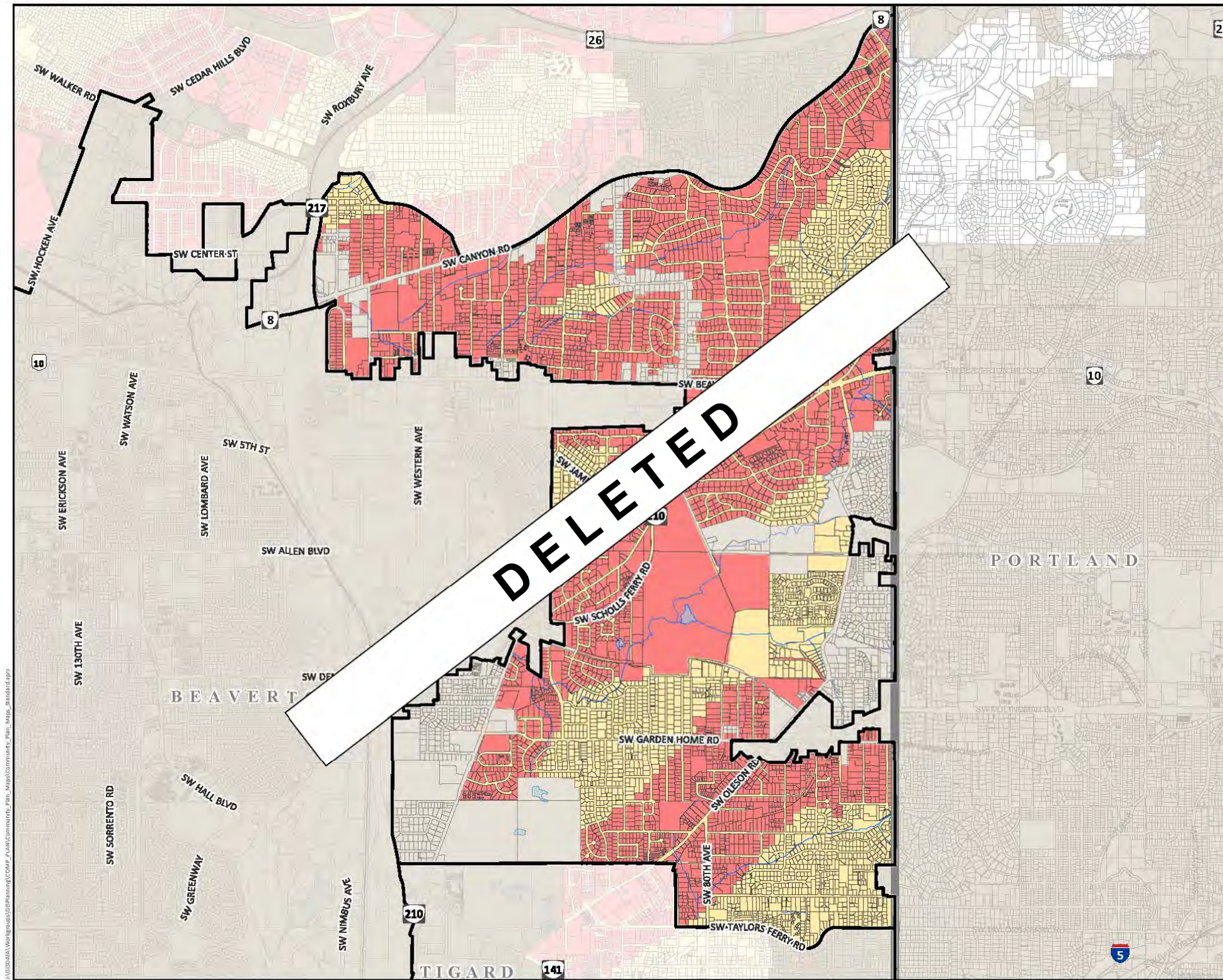
Community Design

General Design Elements

~~20. The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



WASHINGTON COUNTY
Comprehensive Plan
Map 6.1
Raleigh Hills - Garden Home
Community Plan

Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*

0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division
Printed: 9/20/2022

Sections of the SHERWOOD COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

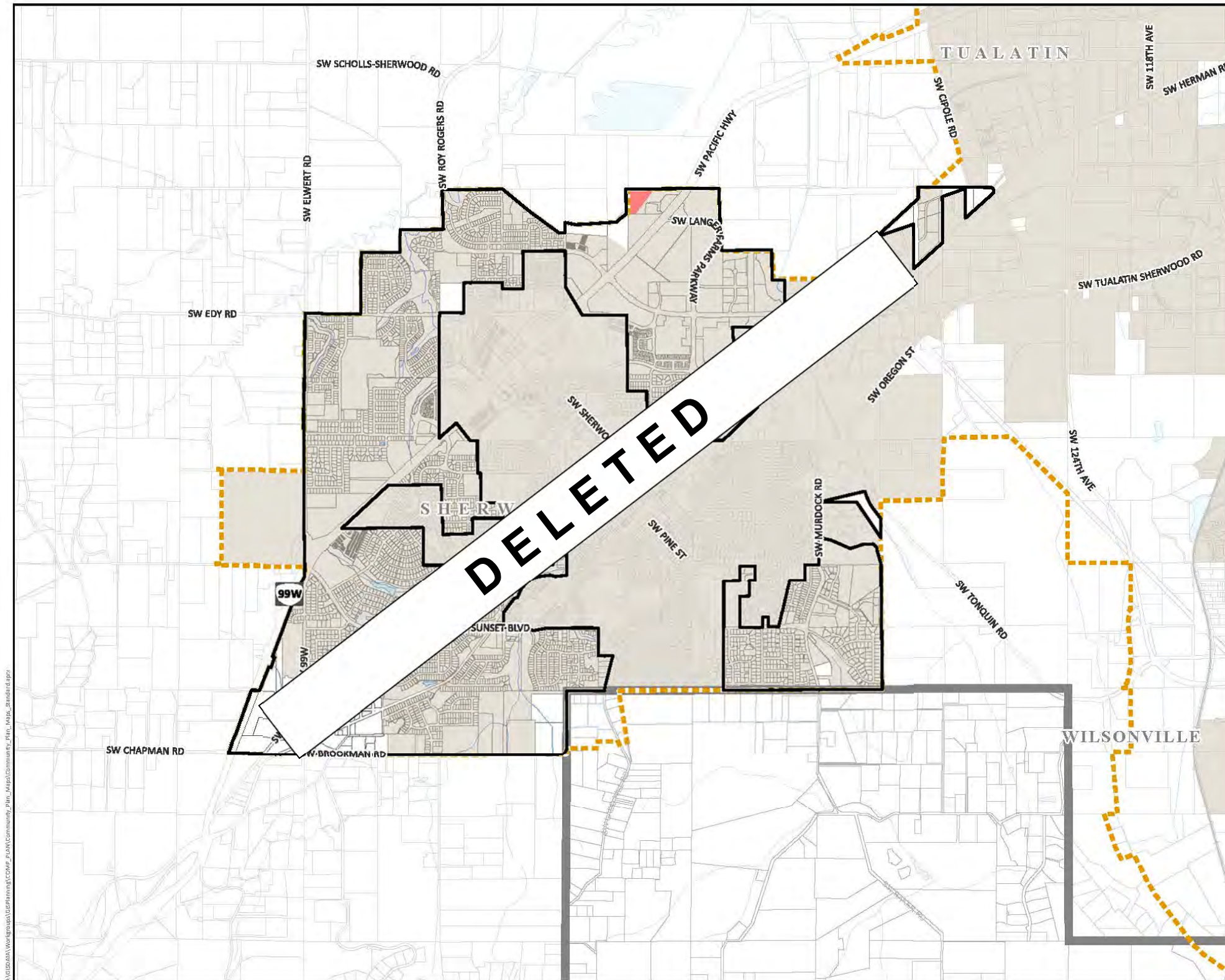
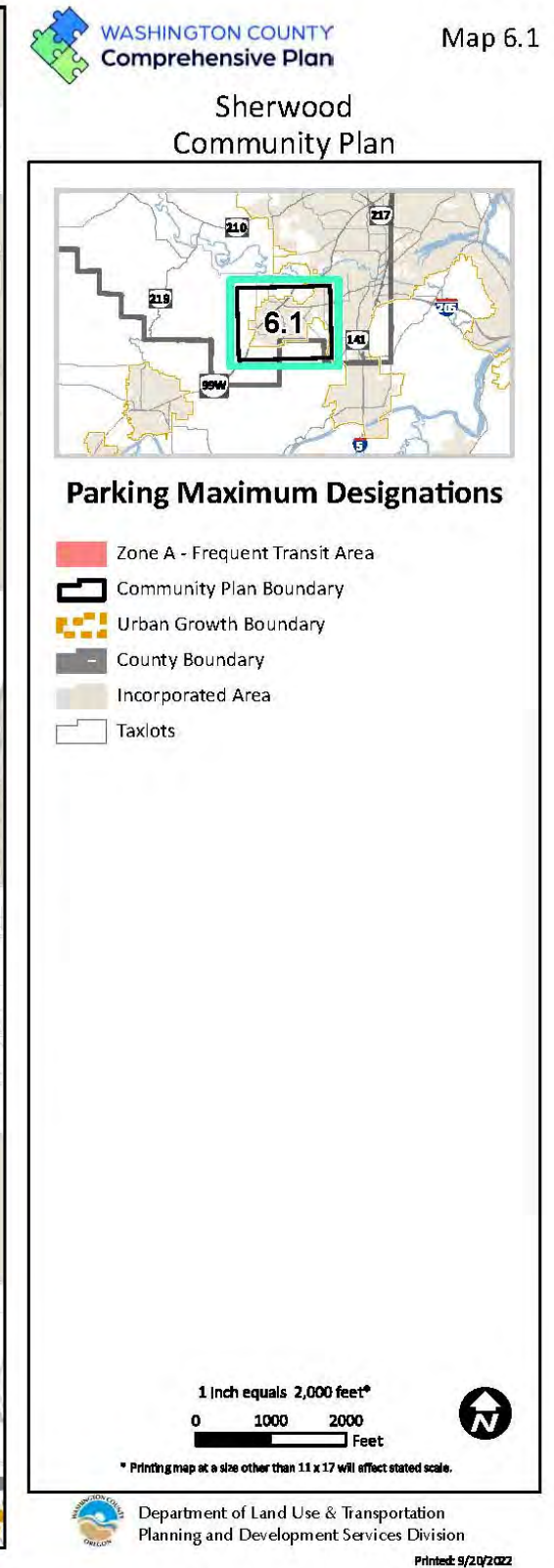
Community Design

General Design Elements

15. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



Sections of the SUNSET WEST COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

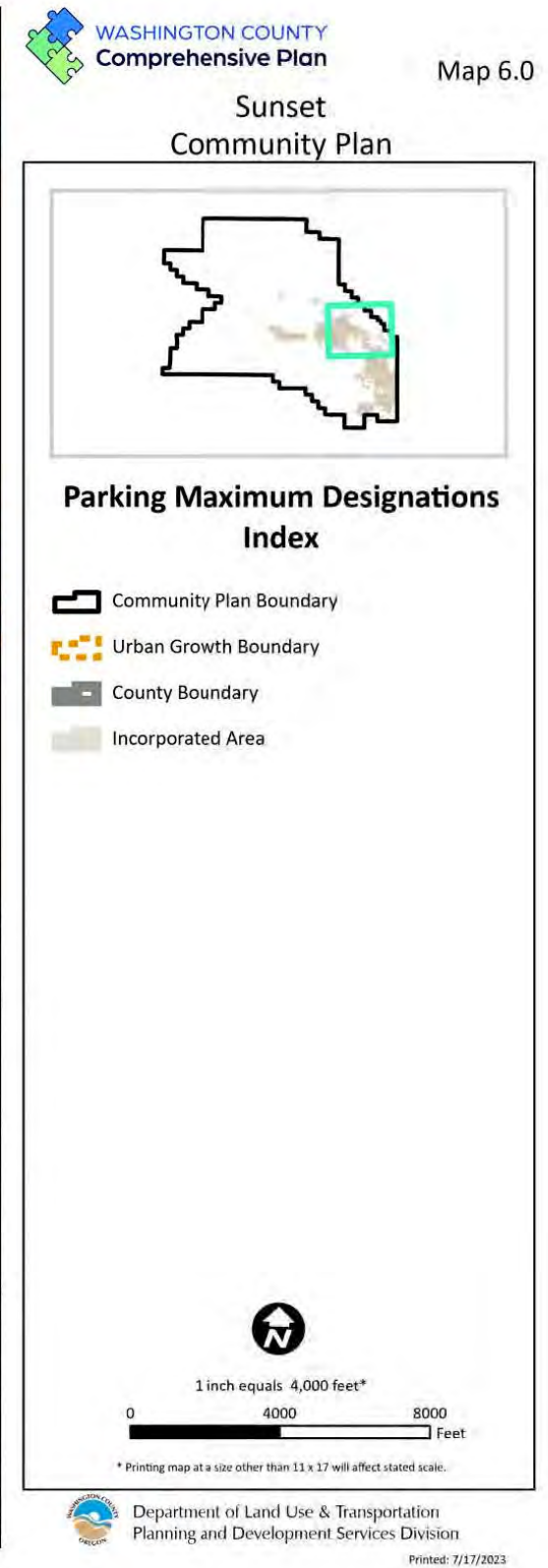
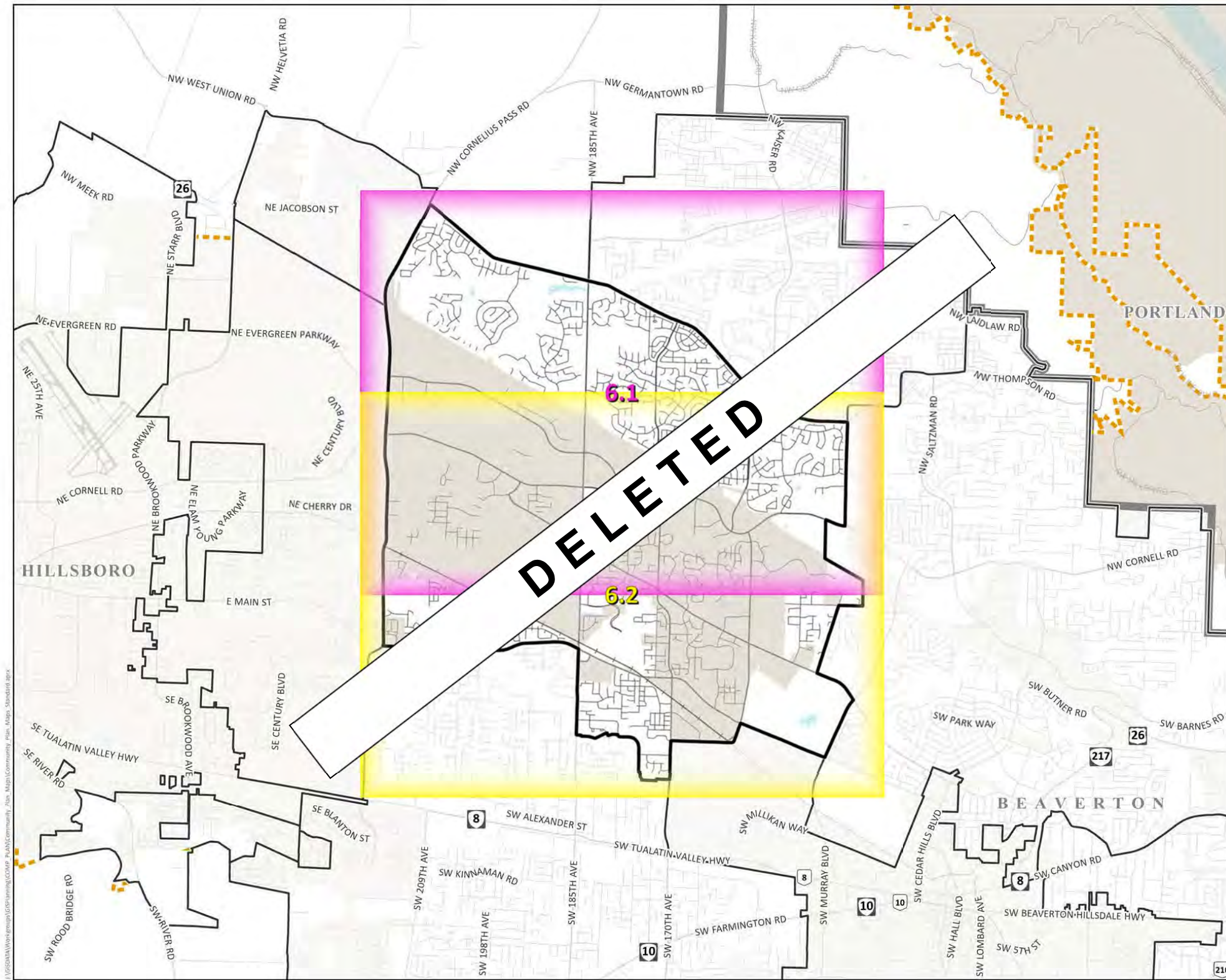
Community Design

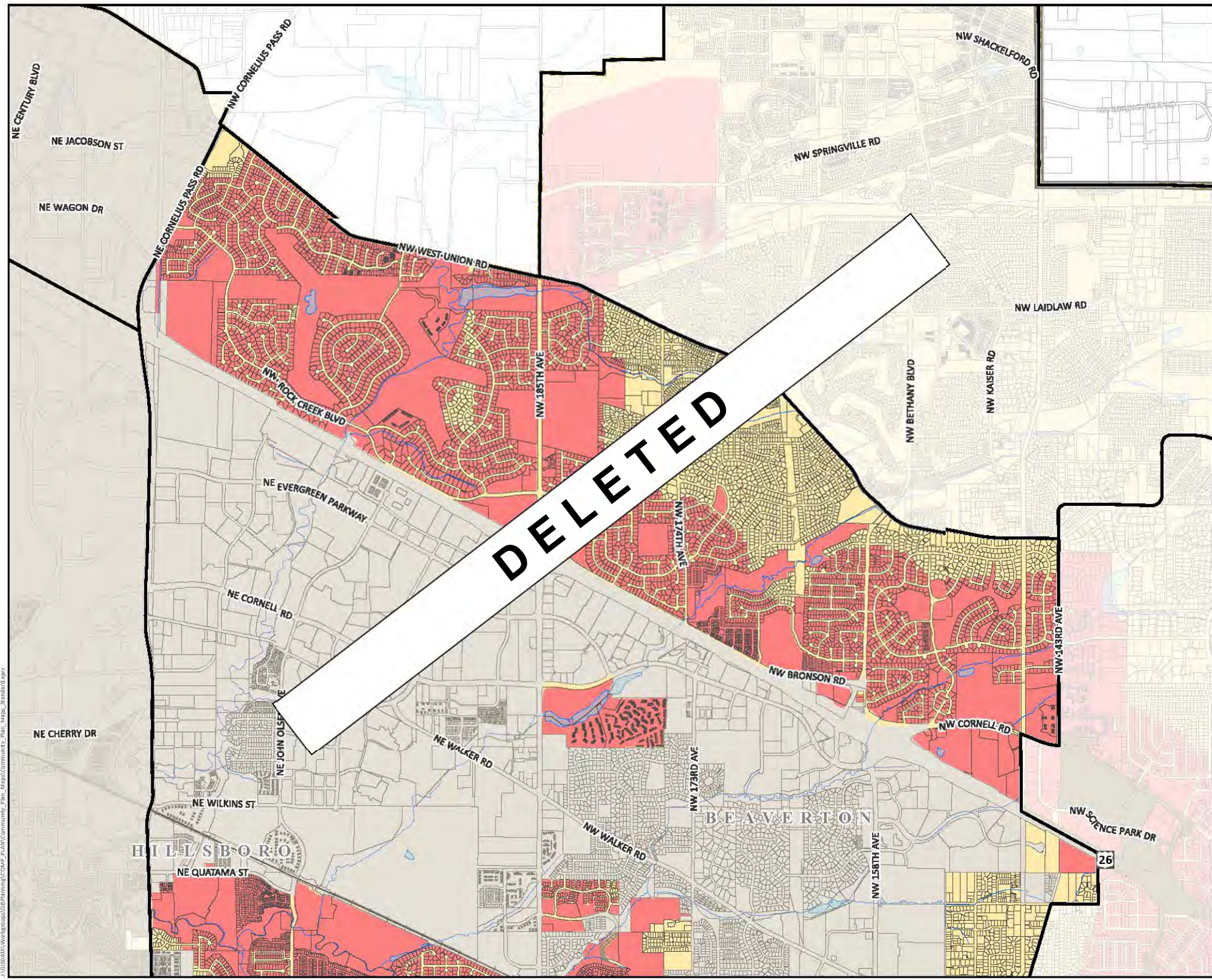
General Design Elements

16. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

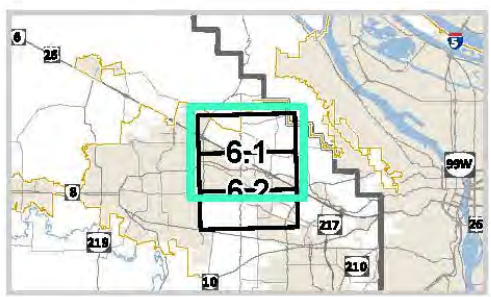
Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, and 6.2':





WASHINGTON COUNTY
 Comprehensive Plan
 Map 6.1
 Sunset West
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

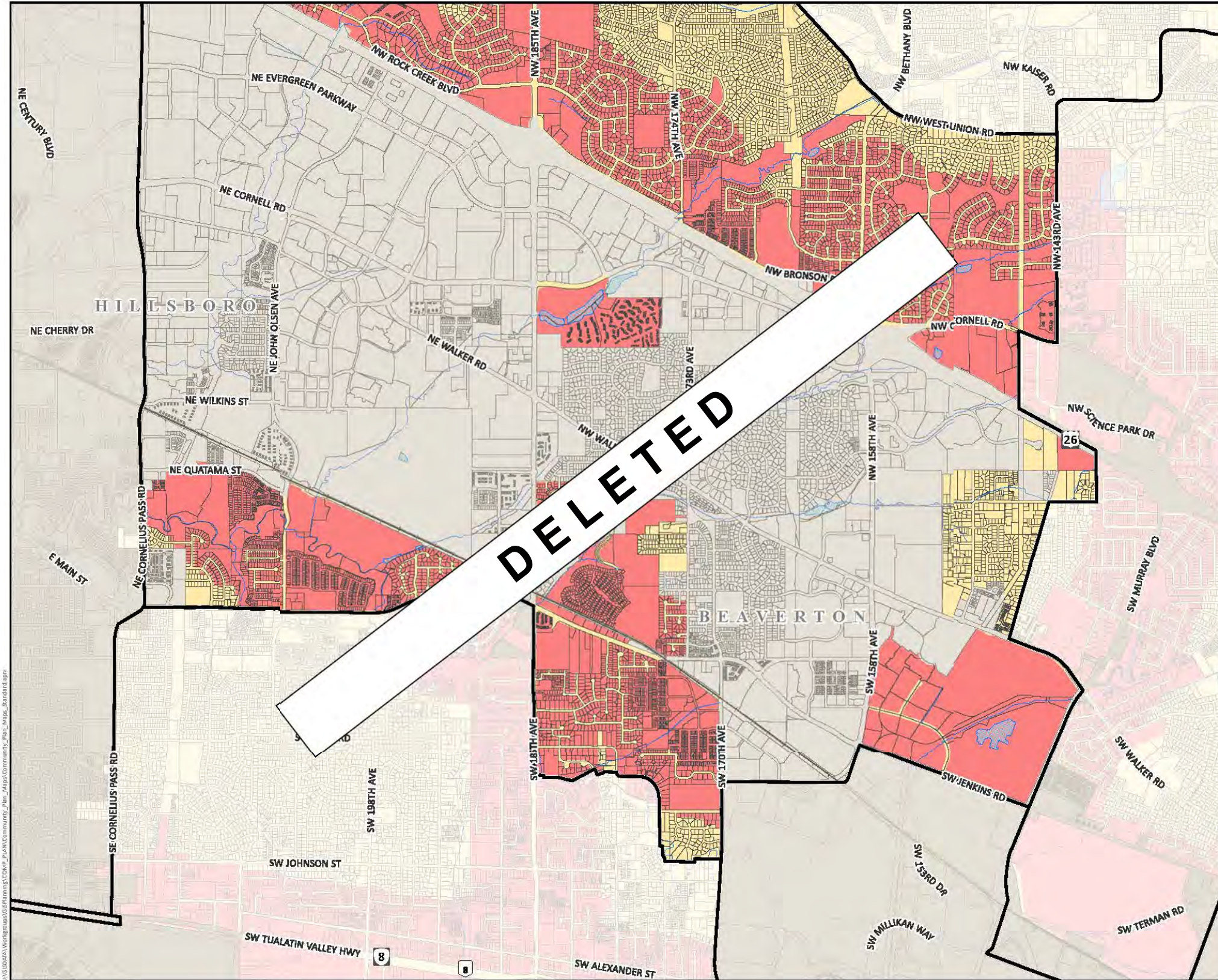
1 inch equals 2,000 feet*
 0 1000 2000
 Feet



* Printing map at a size other than 11 x 17 will effect stated scale.

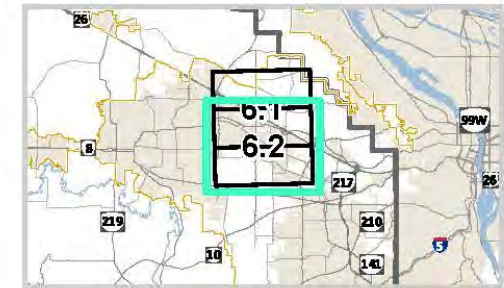
Department of Land Use & Transportation
 Planning and Development Services Division

Printed: 9/29/2022



WASHINGTON COUNTY
Comprehensive Plan
Map 6.2

Sunset West Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*
0 1000 2000 Feet



* Printing map at a size other than 11 x 17 will effect stated scale.

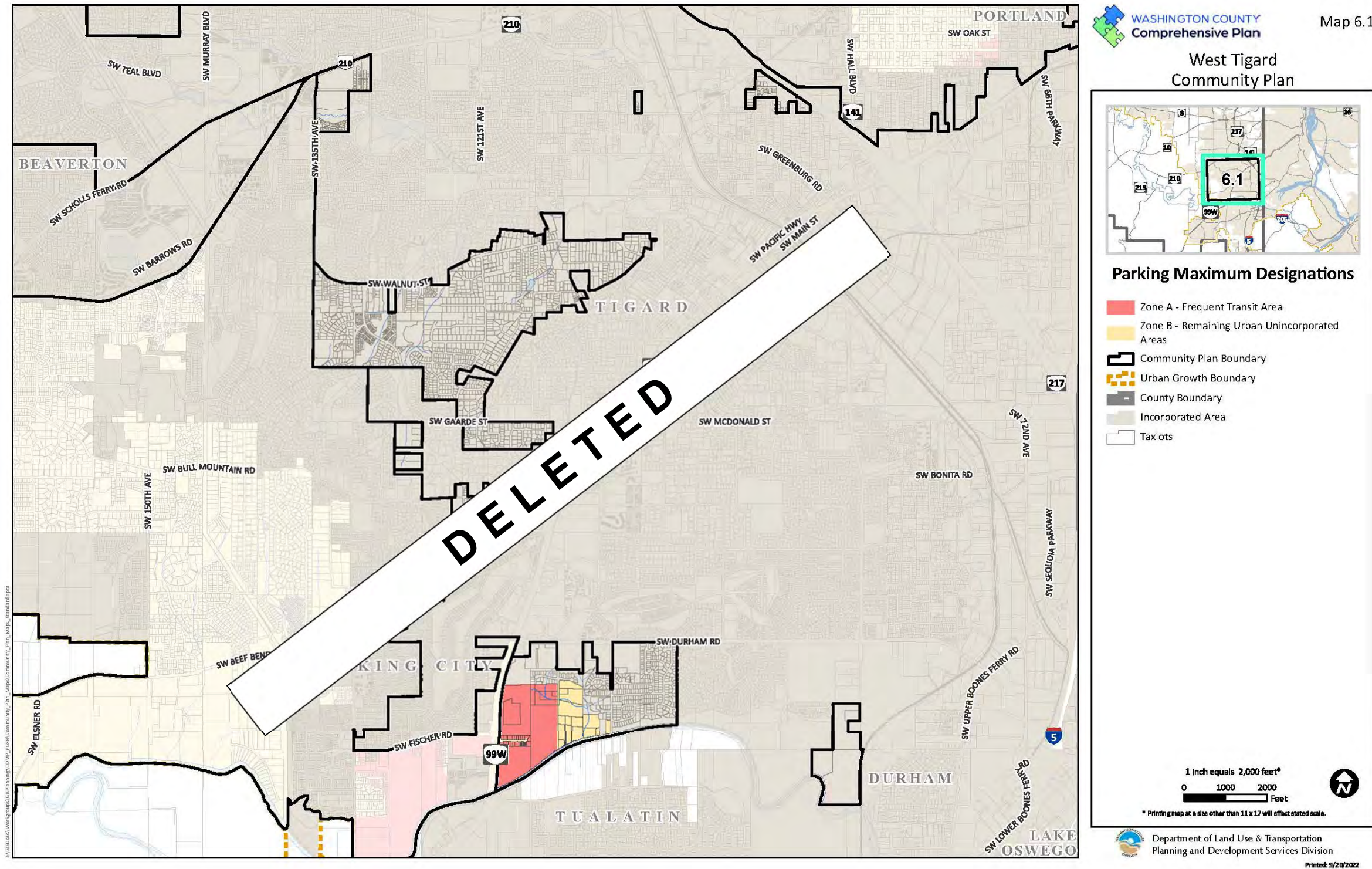


Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/29/2022

The WEST TIGARD COMMUNITY PLAN is amended to reflect the following:

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



Sections of the WEST UNION COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

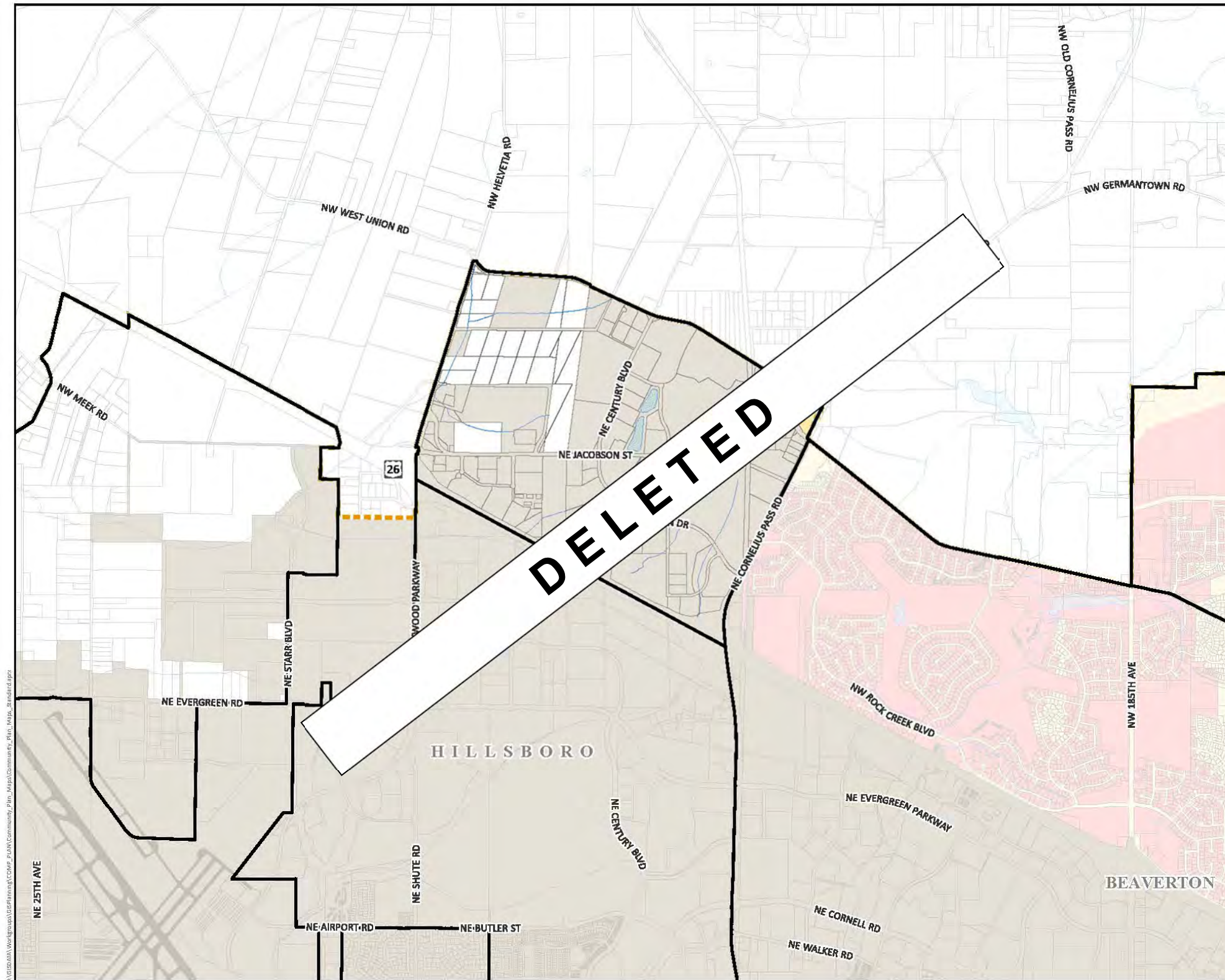
Community Design

General Design Elements

18. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



WASHINGTON COUNTY
Comprehensive Plan

Map 6.1

West Union
Community Plan

Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*

0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

Printed: 5/29/2022

Sections of the COMMUNITY DEVELOPMENT CODE are amended to reflect the following:

1. SECTION 106 – DEFINITIONS

106-33 **Change in Use.** A change in tenant or activity occupying a parcel of land, a premises, or structure, which creates a change in vehicular trip generation activities as defined by the Institute of Transportation Engineers, which changes the parking classification as set forth in Section 413, or which changes the occupancy classification as defined by the Uniform Building Code.

2. SECTION 201 – DEVELOPMENT PERMIT

201-2 Exclusions from Permit Requirement

~~201-2.33~~ Reduction of off-street required minimum automobile parking spaces in existing development for replacement bicycle parking is subject to Section 413-8.3. Replacement bicycle parking spaces must meet the standards of Sections 429-7, 429-8 and 429-9.

~~201-2.34~~ Mobile food site that complies with all of the following standards:

~~201-2.345~~ Temporary hosting/shelter location for homeless persons and/or households in a habitable institutional building that is not typically used as a residence, subject to the following:

~~201-2.356~~ Vehicle Camping Site for Homeless Persons as defined in Section 106, on a site in the following nonresidential districts: FD-20, FD-10, NC, OC, CBD, GC, IND, INST, TO:RC, TO:EMP, TO:BUS, NCC NB, NCMU NB, INST NB, CCMU or NMU or on the site of a religious institution in any urban district, subject to the following:

3. SECTION 300 – LAND USE DISTRICTS INTRODUCTION

300-1 Intent and Purpose

The intent and purpose of the land use districts is to implement the policies of the Comprehensive Plan and land use designations on the Community Plan maps and the Rural/Natural Resource Plan. The purpose is to provide for a full range of uses to implement the land use needs set forth in the Community Plans and the Rural/Natural Resource Plan. In addition to the standards of the land use districts, all development, including Land Divisions, shall comply with the following applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation Plan:

300-1.1 Community Plan provisions:

A. General Design Elements;

~~abc~~ Proposed additions

~~def~~ Proposed deletions

J. ~~—~~ Parking Maximum Designations;

~~JK.~~ Local Street Connectivity Lands Designations;

~~KL.~~ Pedestrian Connectivity Areas; and

~~LK.~~ Transportation Functional Classification Map.

4. SECTION 302 – R-5 DISTRICT (RESIDENTIAL 5 UNITS PER ACRE)

302-8 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

5. SECTION 303 – R-6 DISTRICT (RESIDENTIAL 6 UNITS PER ACRE)

303-8 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

6. SECTION 304 – R-9 DISTRICT (RESIDENTIAL 9 UNITS PER ACRE)

304-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

7. SECTION 305 – R-15 DISTRICT (RESIDENTIAL 15 UNITS PER ACRE)

305-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

8. SECTION 306 – R-24 DISTRICT (RESIDENTIAL 24 UNITS PER ACRE)

306-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

9. SECTION 307 – R-25+ DISTRICT (RESIDENTIAL 25 UNITS OR MORE PER ACRE)

307-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

10. SECTION 375 – TRANSIT-ORIENTED DISTRICTS

375-7 Development Limitations for Permitted Uses in Transit-Oriented Districts

The following use or design limitations apply where specified in Table A:

- 19. Religious Institutions in the TO:RC, TO:BUS and TO:EMP Districts shall share all ~~needed~~provided parking with other uses. Religious Institutions in the TO:R9-12, TO:R12-18, TO:R18-24, TO:R24-40, TO:R40-80 and TO:R80-120 Districts shall be located on sites that do not exceed 7 acres in size.

- 23.b. Accessory outdoor seating related to the principal eating or drinking establishment use may be permitted, provided that the outdoor space is placed within a common open space. Sidewalks may be utilized for accessory outdoor seating if they meet the unobstructed width standards set forth in Section 431-5.1 B.(4) and approval is obtained from the Operations Division Manager. In addition, the area devoted to the accessory outdoor seating does not exceed:

- (1) An area greater than the equivalent of 15% of the dining, drinking, or both floor area; or

- (2) ~~750~~Seven hundred fifty square feet.
~~If outdoor dining is to exceed either 15% of the dining, drinking, or both floor area or 750 square feet, the additional area in excess of 750 square feet must provide additional parking at a ratio as provided by the appropriate zoning district.~~ (NOTE: The area devoted to accessory outdoor seating areas may be excluded from the development's total gross floor area for purposes of determining compliance with the FAR requirements.)

- 32.b. A modification to the maximum building height provision of Table B: Dimensional Requirements for Transit-Oriented Districts may be approved for a Retirement Housing Community through a Type III procedure based on findings that:

- (1) The Retirement Housing Community achieves 90% of the maximum density allowed by the applicable land use district;

- (2) ~~Eighty five percent of the community's~~If parking is provided, 85% of the parking is within an above-ground or below-ground parking structure; and

32.d. Alf parking is provided, a modification to the requirements of Section 431-6.1 allowing off-street surface parking lots to be located in places other than the side or rear of buildings, may be approved for a Retirement Housing Community through a Type III procedure based on findings that:

- (1) A maximum of 15% of the parking spaces provided within the Retirement Housing Community are located within off-street surface parking lots;

11. SECTION 381 – INTERIM LIGHT RAIL STATION AREA OVERLAY DISTRICT

381-11 Development Standards

381-11.4 Parking

- A. Off-street parking spaces developed for uses on lots or parcels in this district shall comply with the provisions of Section 413 (Parking and Loading).
- B. Applications for development within this district shall address shared parking opportunities pursuant to Section 413-2.~~89~~ of the Community Development Code.

12. SECTION 385 – PRIVATE USE AIRPORT OVERLAY DISTRICT

385-8 Additional Requirements

As a condition of approval of any conditional use proposed within the Private Use Airport Overlay District, the Review Authority may require:

- A. An increase in required setbacks.
- B. Additional off-street parking in areas outside of the UGB and loading facilities and building standards.

13. SECTION 390 – NORTH BETHANY SUBAREA OVERLAY DISTRICT

390-1 Intent and Purpose

390-1.1 The purpose of the North Bethany Subarea Overlay District is to direct and encourage development that is primarily residential, with community needs (e.g., parks, neighborhood commercial, and public/community services) within 0.25~~one-quarter~~-mile of residents in the North Bethany Subarea.

~~abc~~def Proposed additions

~~abc~~def Proposed deletions

390-7 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

390-16 Special Use Standards

In addition to the requirements of Section 390 and Sections 400 through 429, the following standards are provided for specific uses.

390-16.6 Farmers Market

Farmers Markets and all Vendors shall:

H. Provide ~~motorized bicycle~~ and other non-motorized (e.g., bicycles)~~vehicle~~ parking for their patrons.

390-16.7 Live/Work Housing

Live/Work Housing may be provided when the following standards are met.

A. Development Standards

(6) Off-street parking, when provided, shall be in accordance with Section 413, ~~except that no off-street parking is required for the ground floor work area provided that this area fronts on a public street with on-street parking. Off-street parking that is provided shall be~~ and located behind the structure, within an attached or detached garage, or in an underground parking garage. No off-street parking shall be provided between the front of the unit and the abutting street.

390-17 North Bethany Planned Development Standards

390-17.9 Modification of Standards through the Planned Development

A. Modifications to the following standards may be allowed through a Planned Development when an applicant demonstrates compliance with the standards of this Code and the North Bethany Subarea Plan:

~~(1) Parking requirements;~~

(12) Lot dimensions;

~~(23)~~ Lot area requirements;

(34) Yard (setback) requirements;

~~(45)~~ Building height (except the building height standards of Section 427-3);

~~(56)~~ Landscaping; and

~~(67)~~ Relocating the Primary Districts in the Planned Development.

B. Allowed Modifications

Upon findings that the applicant’s plan achieves the applicable criteria in Section 390-17.5, the Review Authority may modify the identified standards within the following prescribed limits:

~~(4) Parking requirements for non-residential development may be reduced as provided in Sections 413-8;~~

(45) Lot size and lot dimension requirements may be reduced or eliminated. However, this modification:

(56) Landscaping requirements may be reduced. However, when a Planned Development does not utilize the provision of open space under Section 390-17.5 D. (1), the minimum required amount of landscaping shall:

(67) The Primary Districts, as designated by the Community Plan for the subject site, may be relocated within the boundaries of the proposed Planned Development.

390-17.12 Standards for the Provision of Single-family Dwelling Lot Width Variation Option

B. The provisions of Section 390-17.9 B (45) shall not be used. Lots that are not intended to satisfy A. above shall meet or exceed the minimum dimensional standards of the Primary District; and

390-20 Building Design and Variety

390-20.3 Street-Facing Building Façades

B. Townhouse Dwelling Units shall comply with the following standards:

(4) Garage Frontage

(d) For lots in which the grade at the rear lot line is at least 6 feet higher than the grade at the front (street side) lot line, up to 60% of the width of the ground floor of a dwelling may be an attached garage (the garage width is the width of the garage door) when:

(1) A covered porch or a front building wall, located on the floor immediately above the garage, projects at least 8 feet in front of the garage door. The length of the covered porch and/or front building wall must be equal to or greater than the width of the garage door.

(2) The required amount of on-street parking is provided, per CDC Section 413-56.

14. SECTION 392 – PEDESTRIAN-ORIENTED MIXED-USE DISTRICT

392-9 Development Standards for Pedestrian-Oriented Mixed-Use Districts

392-9.7 Off-Street Parking Location, and Screening and ~~Minimum Quantity~~

A. Off-street parking in the Pedestrian-Oriented Mixed-Use Districts is subject to the requirements of Section 413 (Parking and Loading) as well as the specific location, screening and minimum quantity standards below. Figure 392-10 provides an illustrative example of the parking location standards.

B. Parking Location:

(1) All surface vehicular parking areas and vehicular circulation facilities, when provided, shall be located to the side or rear of buildings.

~~D. Reduction of Minimum Off-Street Parking for Conversion of Single-Family Residential Structure Based on Limited Floor Area:~~

(1) ~~The minimum number of off-street parking spaces required by Section 413-6 for conversion of a single-family residential structure to an allowed nonresidential use may be reduced by up to 30% if the use has a total floor area of 2,000 square feet or less.~~

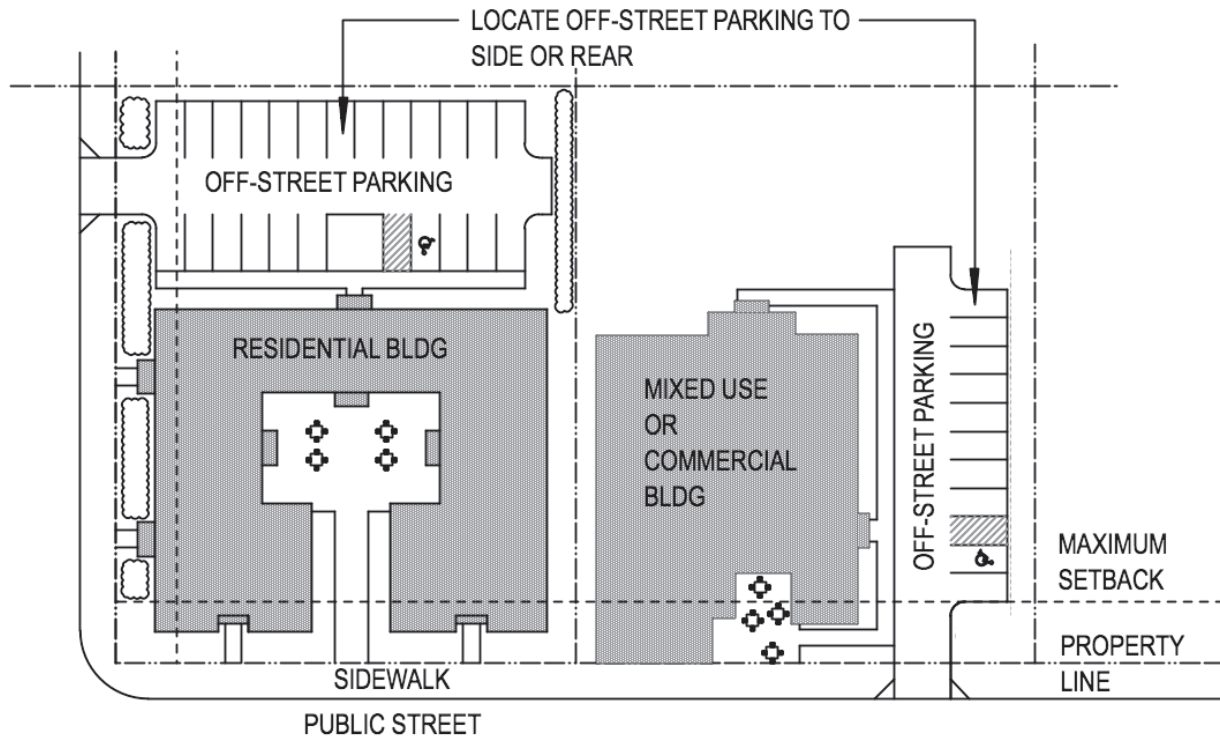


Figure 392-10 Example of Parking Location

15. SECTION 401 – DEVELOPMENT STANDARDS INTRODUCTION

401-1 Community Plan Provisions

401-1.9 Street Corridor, Arterial Access and Pedestrian System Designations; and

~~401-1.10~~ Parking Maximum Designations; and

~~401-1.101~~ Local Street Connectivity Lands Designations.

16. SECTION 403 – APPLICABILITY

403-4 Additional Standards Outside the UGB

403-4.7 Section 413 – Parking and Loading. As applicable to Commercial, Institutional and Industrial Uses and as necessary for Special Use Permits as determined by the Review Authority. Surfacing requirements do not apply to Single Detached Dwelling Units. Maximum parking requirements in Section 413-~~6.3~~ ~~13.2~~ do not apply to development outside of an urban growth boundary.

17. SECTION 404 – MASTER PLANNING

404-4 Planned Development

404-4.4 Modification of Standards through the Planned Development. Upon submission of an on- and off-site Site Analysis as described in Section 404-1, and when the request conforms to the standards of this Code, the Review Authority may modify the standards below within the prescribed limits.

A. Interior private street standards

Private roadway pavement width may be reduced, provided that all on-street parking spaces eliminated by reducing roadway pavement width are replaced with off-street parking spaces. In no event can the street pavement reduction exceed that approved by the appropriate fire district.

~~B. Parking requirements may be reduced up to 100% as provided in Section 413-8.~~

~~B.C.~~ Lot dimension requirements may be reduced.

~~C.D.~~ Lot size requirements may be reduced. However, this modification shall not allow increased density.

~~D.E.~~ Lot coverage requirements may be modified.

~~E.F.~~ Yard (setback) requirements

~~E.G.~~ Building height maximum may be increased (except the building height standards of Section 427-3) as shown below; however, no height increase shall be permitted that would result in any building over 100 feet tall.

LAND USE DISTRICT	MAXIMUM BUILDING HEIGHT
R-5 and R-6 districts	45'
All other districts that allow Planned Developments	100'

~~G~~H. Minimum landscaping standards of Section 407-1 may be reduced.

~~H~~I. Land use districts, as designated by the applicable Community Plan, may float within the boundaries of the proposed planned development. The share of land within each land use district must remain the same.

~~I~~J. Planned Developments on sites of 2 acres or less in R-5 and R-6 districts are subject to the privacy enhancement standards established in Section 430-72.3 B.

404-5 Flexible Design Option for Regulated Affordable Housing

404-5.4 The following alternatives are available through the Flexible Design Option for Regulated Affordable Housing, subject to a Type II review:

A. Residential density may be increased by up to 30% of the district maximum;

~~C.~~ For developments subject to both off-street and on-street parking requirements (Section 413), on-street spaces may substitute for off-street spaces and vice-versa, to the minimum extent necessary, as long as the overall number of spaces provided will meet the combined total required. (See also, Section 413. Applications reviewed through this Option are not precluded from reducing required parking space quantities as allowable through Section 413);

~~C~~D. Standards precluding more than one detached dwelling on a single lot may be waived as long as allowed density is not exceeded;

~~D~~E. Private roadway pavement width may be reduced, subject to fire district approval, as long as the number of parking spaces required by Section 413 is provided [see also C., above];

~~E~~F. In districts that require ground floor commercial/nonresidential uses, that requirement may be waived;

~~F~~G. Minimum lot area, width, and depth requirements of the district may be reduced; and
Minimum lot width at the street/street frontage may be reduced or eliminated on a lot-by-lot basis to the extent necessary, as long as ~~required parking, when provided,~~ is

~~accommodated~~ in accordance with CDC Section 413 and any related variation allowed under 404-5.4 C., above;

GH. Minimum Outdoor Yard Area required by district standards may be reduced or eliminated within individual lots to the extent that an equal amount is reallocated to outdoor common space available to all residents;

H. In cases where landscaping requirements apply, the amount provided may be reduced by up to 50% of the standard;

I. Setbacks of the district for front, side, street side, and rear yards may be reduced or eliminated, provided that:

- (1) No setback to garage vehicle entrance is reduced;
- (2) Screening and Buffering (Section 411) "Additional Setback" reductions allowable under 404-5.4 JK., below, are not taken for the affected yard. (Reductions allowed under either 404-5.4 I. or JK. may be applied to the yard, but not both); and
- (3) Building Code standards are met.

JK. Where Screening and Buffering standards of CDC Section 411 would normally apply "Additional Setbacks" to a particular yard, the Additional Setback may be reduced or eliminated within that yard, subject to the following:

- (1) District setback reductions allowable under 404-5.4 I., above, are not taken for the affected yard. (Reductions allowed under either 404-5.4 I. Or JK. May be applied to the yard, but not both);
- (2) If district/use standards do not require a minimum yard/setback, Additional Setbacks required by Section 411 must not be reduced to less than 5 feet (see also 404-5.4 JK.(3)(b));

18. SECTION 407 – LANDSCAPE DESIGN

407-1 Minimum Landscape Standards

407-1.4 Commercial, Industrial and Institutional Districts:

B. For developed areas where 15% of the land area is not landscaped, where there are additions, alterations or changes, the following amounts of landscaping shall be provided until the 15% requirement is satisfied:

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~~abcdef~~ Proposed deletions

(1) On sites of 2 acres or less:

(a) Changes in use ~~which require an increase in parking, as defined in Section 106-33~~ or structural additions up to 1,999 square feet, shall be required to landscape at least 5% of the entire developed site area.

(2) On sites of more than 2 acres, any structural additions shall be required to provide landscaping proportional to the additional footage being proposed.

~~(a) Changes in use which require an increase in parking shall be required to landscape at least 5% of the developed site area.~~

~~(b) Any structural additions shall be required to provide landscaping proportional to the additional footage being proposed.~~

Example:

Lot Area x 15% required landscaping	= X (Existing)
Building Floor Area	= Y
Proposed Building Floor Area	= Z
Z / Y	= A (Addition as percent of total building area)
X x A	= Required amount of landscaping

(3) Where successive occupancy changes or additions occur the landscape requirement shall accumulate until total conformance is reached.

407-4 Landscape Plan

407-4.2 Landscape Plan Content:

G. When applicable, demonstration of compliance with Tree Canopy Requirements in Section 407-6.9

407-6 Parking Area Landscaping

407-6.9 Tree Canopy Requirements

A. Applicability. Developments that propose surface parking areas that cumulatively provide more than 0.5-acre of surface parking are subject to the requirements of this Section. This includes:

- (1) New surface parking of more than 0.5-acre; or
- (2) Existing parking areas that are enlarged to more than 0.5-acre; or
- (3) Reconstruction of a surface parking area that continues to exceed 0.5-acre.

B. Minimum Canopy Requirements. Development shall provide tree canopy coverage of a minimum of 40% of the surface parking area within 15 years of planting.

C. Surface Parking Area Calculations.

- (1) The surface parking area shall be measured based on the area of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles.
- (2) The following surfaced areas are exempt from the minimum canopy requirements.
 - (A) Mixed solid waste and recyclable storage facilities as required by Section 406-6.
 - (B) Truck loading areas and off-street drop-off areas as required by Section 413-9 and 413-10

C. Tree Canopy Plan Requirements.

- (1) Development of a tree canopy plan under this Section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases to not interfere with overhead and/or underground facilities.
- (2) The tree canopy plan must be prepared and certified by a registered landscape architect.

D. Canopy Design Requirements.

- (1) Tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations.
- (2) Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species.

(3) Trees should be planted in continuous trenches where possible.

(4) Trees planted to meet this standard shall be planted and maintained consistent with the 2021 American National Standards Institute (ANSI) A300 standards.

E. Exemptions. Developments that are required to comply with OAR 330-135-0010 are not subject to this Section.

19. SECTION 413 – PARKING AND LOADING

~~The following off-street parking and loading and on-street parking standards shall apply in all Districts. Requirements include minimum on-street parking (Section 413-5), minimum and maximum off-street parking (Section 413-6), minimum vanpool/carpool parking (Section 413-7), reductions to required rural off-street parking that is required (Section 413-8), and minimum off-street drop-off and loading (Section 413-9), where no that choose not to provide.~~ This Section applies in all Districts. Developments inside the UGB that do not provide off-street parking must still comply with all other applicable standards of this Section and all applicable standards of this Code.

Definitions:

Terms and definitions that apply throughout the Community Development Code are found in Section 106. Following are definitions for the terms found in Section 413:

Accessible Parking Space. A parking space consistent with the requirements of ORS 447.233.

~~**Peak Hour of Parking Demand.** The hour (or hours) of the day during which the highest parking demand occurs, based on estimates from the Institute of Transportation Engineers Parking Generation Manual for the proposed land use or as determined by a parking utilization study. Peak hour data may be collected for both weekdays and weekends, depending on the type of uses involved, and may need to consider seasonal peak periods.~~

~~**Concurrent Peak Hour Uses.** Two or more land uses where the peak hour of parking demand for each use is determined to occur at or around the same time period based on estimates from the Institute of Transportation Engineers Parking Generation Manual for the proposed land use(s) or as determined by a parking utilization study.~~

413-2 General Requirements

~~413-2.1 Off-street parking spaces within all districts, except non-residential Transit Oriented Districts, shall be provided on or within 100 feet of the site of the primary use. For non-residential uses within Transit Oriented Districts, off-street parking spaces shall be~~

~~abcdef~~ Proposed additions

~~abcde~~ Proposed deletions

~~provided on or within 800 feet of the site of the primary use. Distance shall be measured in a straight line from the property line to the nearest space. Street and alleys shall be included in the measurement.~~

413-2.12 Off-street parking for a residential use shall be used solely for:

413-2.23 ~~Required residential~~ Residential parking and garage facilities shall not be used for the storage of commercial vehicles (other than a commuter vehicle), tractor-trailer, semi-truck, heavy equipment or for the parking of automobiles belonging to employees, owners, tenants, visitors or customers of business or manufacturing establishments.

413-2.34 ~~Required parking~~ Parking spaces shall be available for the parking of operable automobiles of residents, guests, customers, patrons, employees, or any other person or organization subject to a contractual agreement to rent, leased or otherwise be assigned as permitted under Section 413-8.

413-2.45 Development permits for parking shall be reviewed through a Type I procedure except as otherwise specified in this Code.

413-2.56 Proper maintenance of off-street parking and loading facilities shall be a continuing obligation of the property owner.

413-2.67 In case of enlargement of a building or use of land existing on the effective date of this Code, the number of parking and loading spaces required shall be based on floor area or capacity of the entire use.

413-2.78 In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately or as determined by Sections 413-8.43 and 413-8.65. In the rural area, development with two or more uses may use the same parking or loading area when the peak hours of operation of each use do not overlap.

413-2.89 All applications for a development permit ~~for~~ proposing off-street parking and loading shall include a ~~plotsite~~ plan drawn to scale, showing the parking or loading facilities to be provided. The required ~~plotsite~~ plan shall include but is not ~~be~~ limited to:

A. Delineation of individual parking spaces; and accessible parking spaces;

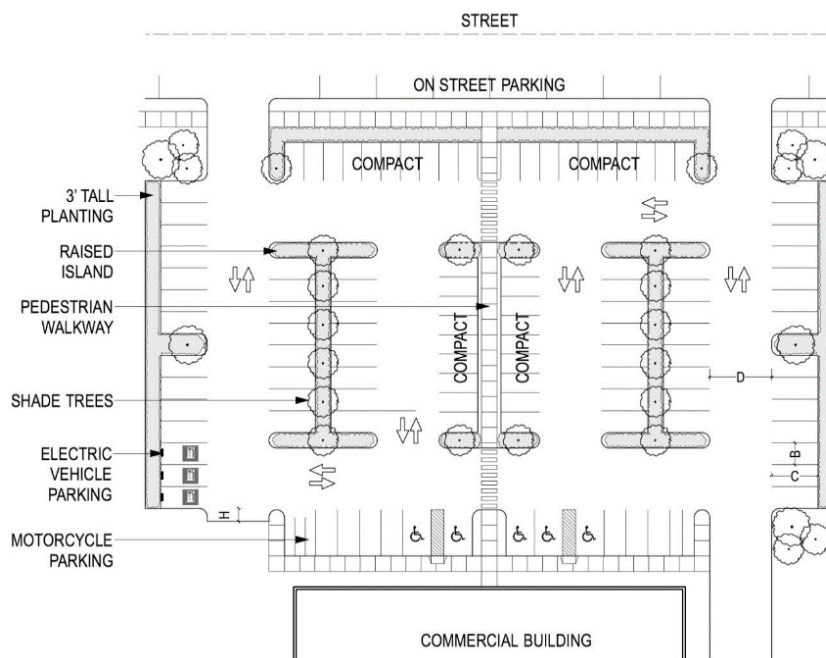
413-2.910 Private driveways providing access to urban attached unit residential development from a county or public street shall not be gated unless approved by the governing Fire Marshal and the Washington County Traffic Engineering Division.

413-3 Off-Street Parking Lot Design

All off-street parking lots including up to 50% of the spaces for compact cars, shall be designed in accordance with County standards for stalls and aisles dimensions as set forth in the following drawings and tables:

FIGURE 1 – Off-Street Parking Lot Design - for illustrative purposes only

The following figure illustrates design principles included in this Code. It is intended for illustrative purposes only, and does not supersede any Code references.



VEHICLE TYPE	A PARKING ANGLE	B STALL WIDTH	C STALL DEPTH*	D AISLE WIDTH	E** STALL WIDTH	F* MODULE WIDTH	G BUMPER OVER- HANG	H BACKING AREA	I MODULE INTER- MESH
Standard	45	8.5'	18.7'	12'	12'	49.4'	2'	5'	43.4'
	60	8.5'	19.8'	14.5'	9.8'	54.1'	2.5'	5'	49.9'
	75	8.5'	19.6'	23'	8.8'	62.2'	2.5'	5'	60'
	90	8.5'	18'	24'	8.5'	59.5'	3'	5'	59.5'
Compact	90	7.5'	15'	24'	7.5'	58'	2'	5'	58'
Motorcycle	-	3'	7.5'	-	-	-	-	-	-

* no bumper overhang

** parallel to aisle

abcdef Proposed additions

abcdef Proposed deletions

413-3.5 Pedestrian Access and Landscaping:

In parking lots ~~for customers, residents or employees~~ of 50 or more spaces and two or more rows of parking stalls, ~~separate~~ or 0.5-acre or more:

A. Separate internal pedestrian connections shall be provided consistent with 408-10 to minimize vehicular-pedestrian conflicts, and allow safe pedestrian movement within the lot. Parking lots dedicated to the display and storage of automobile, recreational and other vehicle sales are exempt.

B. Parking lots must include landscaping as provided in Section 407-6.

~~413-3.7~~ Motorcycle Parking:

~~A maximum of 5%, not to exceed five motorcycle parking spaces total, shall be allowed to count toward the minimum off-street parking requirements of Section 413-6.1.~~

~~413-3.8~~ Pedestrian-Oriented Mixed-Use Districts, parking location:

~~In the Pedestrian-Oriented Mixed-Use Districts (Section 392), all off-street parking areas and vehicular circulation facilities shall be located to the side or rear of buildings.~~

413-4 Off-Street Parking Standards

413-4.1 All ~~required~~ off-street parking and loading areas inside the ~~urban growth boundary~~ UGB shall be surfaced with concrete or asphaltic material to conform with either of the following standards:

- A. A minimum of 4 inches of concrete for vehicles and 6 inches for commercial vehicles or trucks; or
- B. Two inches of asphalt overlaying a 6-inch base (compacted) of crushed stone.
- C. In lieu of being constructed as described under A. or B. above, ~~required~~ off-street parking and loading areas may be constructed of pervious paving materials when the applicant's engineer provides written certification with the application that appropriate site conditions exist for the use of pervious materials and that the proposed design and construction will be equal to or superior to the structural standards specified in A. or B. above.

413-4.5 All ~~required~~ off-street parking areas, except for detached or two unit attached dwellings on a single lot and areas outside the UGB ~~not required to be surfaced to the standards of Section 413-5.1~~, shall be constructed with curbs of concrete or asphalt. Driveways for detached dwelling units that are less than 100 feet in length shall be paved. All driveways for townhouse dwelling units shall be paved. Those areas constructed with a gravel

surface may use curbs of wood or other materials as may be approved by the Review Authority.

413-4.14 The following minimum dimensional standards apply to garages intended for motor vehicles for detached and attached dwelling units ~~where the space inside the garage is provided for compliance with required.~~ Garages that meet these standards serve as off-street parking, per Section 413-6 and/or is necessary based on the amount of on-street parking provided by a development for compliance with Section 413-5. Garages that are not provided to fulfill the requirements of either of those sections are exempt from the following dimensional standards.

A. Interior garage space:

- (1) 10 feet wide and 20 feet deep for single vehicle garages.
- (2) 20 feet wide and 20 feet deep for double vehicle garages.
- (3) 10 feet wide and 40 feet deep for tandem vehicle garages.
- (4) Minimum interior dimensions shall not be obstructed by utilities, water heaters or other permanent fixtures.

B. Garage door entrances:

- (1) 8 feet wide for single vehicle garages.
- (2) 16 feet wide for double vehicle garages.

~~413-5 On Street Parking Requirements for Urban Residential Districts~~

~~The following on street parking standards shall apply to all urban residential districts, including Transit Oriented Districts:~~

~~413-5.1 For single detached dwelling units and attached dwelling units on individual lots, with individual on-site parking and individual vehicular access to a local or Neighborhood Route public or private street, the following on street parking shall be provided:~~

- ~~A. For a dwelling with one off street parking space, a minimum of two on street parking spaces shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. Or 413-5.3.~~
- ~~B. For a dwelling with two off street parking spaces, a minimum of one on street parking space shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. or 413-5.3.~~

~~C. For dwellings with more than two off-street parking spaces, a minimum of one on-street parking space for every two lots with more than two off-street parking spaces shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. or 413-5.3.~~

~~D. The requirements for on-street parking are not applicable to:~~

~~(1) Flag lots or lots that are provided access from the terminus of a non-through street (e.g., cul-de-sac bulb or hammerhead);~~

~~(2) Middle housing.~~

~~(3) Middle Housing Land Division.~~

~~413-5.2 Required on-street parking shall be provided within 200 feet of the subject lot by parallel or angled parking in accordance with the standards of the Washington County Road Design and Construction Standards (perpendicular parking is not allowed). Parallel parking spaces shall be at least 18 feet long for one or two adjoining spaces. When three or more adjoining spaces are provided the minimum length of each space shall be 20 feet. Angled parking may be provided on a street corner but not along the front of dwelling units.~~

~~Driveway aprons, crosswalk areas, curb frontage with a fire hydrant and/or congregate mail boxes shall not be used to satisfy required on-street parking standards.~~

~~413-5.3 Portions of the on-street parking required by Section 413-5.1 may be provided in parking courts that are interspersed throughout a development when the following standards are met:~~

~~A. No more than 12 parking spaces shall be provided in a parking court;~~

~~B. A parking court shall be located within 200 feet of the affected lots in accordance with the requirements of Section 413-2.1;~~

~~C. No more than two parking courts shall be provided within a block, with only one parking court provided along a block side;~~

~~D. A parking court shall be paved and shall comply with the standards of this Section and the grading and drainage standards of this Code;~~

~~E. A parking court shall be landscaped in accordance with the standards of Section 407-6 and Sections 431-6.2 B. (3)(a and b);~~

~~F. A parking court shall be illuminated;~~

~~G. A parking court shall be privately owned and maintained. For each parking court there shall be a legal recorded document which includes:~~

~~(1) A legal description of the parking court;~~

~~(2) Ownership of the parking court;~~

~~(3) Use rights; and~~

~~(4) A maintenance agreement and the allocation and/or method of determining liability for maintenance of the parking court;~~

~~H. No portion of a parking court, including landscape areas, shall be used to satisfy any requirement for open space, recreational facilities or areas, or be used as a development's water quality or quantity facility; and~~

~~I. A parking court shall be used solely for the parking of operable passenger vehicles.~~

413-6 Minimum and Maximum Off-Street Parking Requirements

The minimum and maximum number of off-street parking spaces by type of use shall be determined in accordance with the following tables. New development shall provide no more than the maximum number of off-street parking spaces listed unless exempted by Sections 413-6.4 or 413-6.7, or adjusted by Sections 413-6.5 or 413-6.6. The minimum and maximum off-street parking requirements for a use not listed shall be the same as the most similar listed use as determined by the Review Authority, or as determined through a parking analysis as described in Section 413-8.6.

413-6.1 Minimum Off-Street Parking Requirements Spaces Required outside the UGB.
Development inside the UGB is exempt from minimum parking standards:

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET PARKING SPACES PER UNIT OF MEASURE
A.	Residential:	
(1)	Attached and Detached (including manufactured dwelling)	One space per dwelling unit
(2)	Boarding House <u>Room and Board</u>	One space per sleeping room
(3)	Regulated Affordable Housing (see Section 413-6.2)	0.75 space per dwelling unit
(4)	Accessory Dwelling Unit (see Section 430-2.1)	None required
(5)	Middle Housing — (1), (2) and (4) above do not apply	One space per dwelling unit

C.	Business and Commercial:	

	(10)	Mobile Food Site (Large)	One space for each mobile food unit
	(11)	Mortuary	One for each 50 square feet of usable floor space, plus one for each employee on maximum working shift
	(12)	Motel, hotel or other commercial lodging establishment	0.80 for each one unit for occupancy, plus accessory uses
	(13)	Motor vehicle and service establishments	Two per 1,000 square feet of usable floor space
	(14)	Retail stores, except as otherwise specified herein	2.5 for each 1,000 square feet of gross area

413-6.3 Maximum Off-Street Parking Requirements for Areas Inside the UGB

- A. ~~In accordance with the Community Plans' Parking Maximum Designations, urban unincorporated properties shall be identified as being located in either Zone A or Zone B. Properties brought into the Urban Growth Boundary after adoption of the Parking Maximum Designations shall be considered to be located within Zone B for the purposes of Section 413 unless the property meets the following Zone A criteria. Zone A properties are located within one-quarter mile of a bus route that provides 20-minute peak hour service or within one-half mile of a light rail station. Zone B properties are the remaining urban unincorporated areas.~~
- B. ~~The~~In areas inside the UGB, the maximum number of allowable off-street parking spaces by type of use shall be determined by the following:

MAXIMUM OFF-STREET SURFACE PARKING RATIOS IN ZONE A AND ZONE B AS ILLUSTRATED IN THE COMMUNITY PLANS (PARKING RATIOS ARE BASED ON SPACES PER 1,000 GROSS SQUARE FEET UNLESS OTHERWISE STATED)		
Use	ZONE A (TRANSIT ACCESSIBLE AREAS) RATIO	ZONE B (REMAINING URBAN AREAS)
Residential	None	None
<u>Studio Unit</u>	<u>1.2</u>	
<u>Non-studio residential unit in a multi-unit housing developments with 5 or more units</u>	<u>2.0</u>	
Bank with drive-in	<u>5.04</u>	<u>6.5</u>
Business offices, office park, "flex space", or professional offices (except those for doctors, dentists or similar professions)	3.4	4.1

Professional offices of doctors, dentists, or similar professions	4.9	5.9
Public office building	3.4	4.1
Warehouse (greater than or equal to 150,000 gsf)	0.4	0.5
Senior high schools, colleges and universities (spaces per # of students and staff)	0.3	0.3
Tennis or racquetball clubs	1.3	1.5
Recreational facilities and sports clubs	5.4	6.5
Retail stores and shopping centers (except as otherwise specified in Section 413-6.1)	5. 0 1	6.2
Theaters and auditoriums (spaces per # of seats)	0.4	0.5
Drive-in restaurant or similar drive-in used for the sale of beverages, food or refreshments for consumption off the premises	12.4	14.9
Establishments for sale and consumption on the premises of beverages, food or refreshments	19.1	23
Religious institutions, temples, or buildings of similar use with fixed seats (spaces per # of seats)	0.6	0.8

413-6.4 Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, and employee vanpool/carpool parking spaces are exempt from the maximum off-street parking standards in Section 413-6.3.

413-6.5 ~~In Zone A, the~~The Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards if a development is located more than a ~~one-quarter~~ 0.5-mile walk via easements for public travel to the closest bus stop with ~~20~~15 minute peak hour service, or if ~~20~~15 minute peak hour service is no longer provided within ~~one-quarter~~ 0.5-mile of a property. ~~In either case, and the maximum number~~development is located outside of off-street parking spaces shall not exceed the ~~Zone B maximum standard for the same use.~~ a Metro 2040 Center.

413-6.6 ~~In either Zone A or B, the~~The Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards based on findings that:

- A. The nature of the development will result in a higher off-street parking demand relative to similar uses in the same parking zone; and
- B. To the greatest degree practicable, the development includes the implementation of opportunities for shared parking, parking structures, utilization of public parking spaces and other appropriate demand management programs. Demand management programs may include, but are not limited to, subsidized transit passes, shuttle service, and carpool programs.

413-6.7 For land uses with more than 65,000 square feet of floor area, surface parking area may not exceed the floor area of the building. Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempted.

A. Surface parking shall be measured inclusive of all surface area on which a vehicle is designed to maneuver including all parking stalls, driveways and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth.

B. Paved areas not for use by passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.

~~413-6.8~~ A minimum of one accessible parking space is required for any development required to provide one or more off-street drop-off and loading space(s) (Section 413-9) unless the Review Authority determines through a Type II procedure that the accessible space is not necessary or feasible.

~~413-6.9~~ Development outside of an urban growth boundary a UGB is exempt from the maximum parking standards in Section 413-6.3 and 413-6.7.

413-7 Vanpool/Carpool Parking

If 50 or more parking spaces are provided for Preferential parking for vanpool/carpool shall be provided for all an institutional, officecommercial, and/or industrial uses, having preferential parking for vanpool/carpool shall be provided 50 or more parking spaces as set forth below.

~~413-7.1~~ After any reductions based upon availability of transit in Section 413-8.1, at least 10% of the minimum employee or student spaces required in Sections 413-6.1 shall be designated for exclusive use by vanpools/carpools.

413-7.4 In case of enlargement of a building or a change in the use of a building, the number of vanpool/carpool parking spaces required shall be based on floor area or capacity of the entire use of the building. If the building is part of a larger existing use with multiple buildings, only the subject building shall meet the vanpool/carpool parking requirements.

413-8 Reduction of Minimum Off-Street Parking Outside the UGB

The minimum number of off-street parking spaces required by Section 413-6.1 may be reduced through the application of Sections 413-8.1 through 413-8.57. The total cumulative reduction to minimum off-street parking for non-residential developments shall not exceed 50% percent of the required minimum spaces, except as allowed by Section 413-8. 56. The total cumulative reduction to minimum off-street parking for residential developments shall not result in a ratio below one-half 0.5 spaces per unit, except as allowed by Section 413-8.56.

~~413-8.1~~ Reduction of Minimum Off-Street Parking Based on Access to Transit

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abcdef Proposed deletions

~~A. Minimum off-street parking requirements may be reduced up to 30 percent for office, industrial or institutional uses when the following conditions are met:~~

~~(1) The property must be located within one-half mile of a major transit stop, or within one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan; and~~

~~(2) Transportation demand management strategies shall be used on-site as demonstrated through a Transportation Demand Management Plan. Such plans may include, but are not limited to, participation in a Transportation Management Association, enhanced bicycle parking and on-site showering facilities, provision of subsidized or discounted transit passes to employees, and car and/or rideshare programs.~~

~~B. Minimum off-street parking requirements may be reduced up to 30% for residential uses when the following condition is met:~~

~~(1) Property must be located within one-half mile of a major transit stop or within one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan.~~

~~C. When a development provides a transit amenity associated with a transit stop (including space for a landscaped buffer, enhanced pedestrian linkages, building awnings, covered walkways, pullout, bus shelter or other amenity the transit district determines improves the convenience or safety of transit users), parking spaces may be reduced at a ratio of one parking space for each 50 square feet of transit amenity space provided. This provision may be combined with A. or B. above.~~

413-8.12 Reduction of Minimum Off-Street Parking Based on Vanpool/Carpool

Sites having 50 or more parking spaces may reduce total minimum parking space requirements by two standard or compact size spaces for every one vanpool/carpool space provided. Vanpool/carpool spaces are exempt from the maximum parking requirements of Section 413-6.3.

413-8.23 Reduction of Minimum Off-Street Automobile Parking Based on Bicycle Parking

413-8.34 Reduction to Minimum Off-Street Automobile Parking Based on Mixed-Use or Shared Parking Agreement

The minimum number of off-street parking spaces required by Section 413-6 may be reduced for two or more uses, structures or lots whose owners agree to jointly use the same parking and/or loading spaces, subject to the following:

A. On-site parking may be shared by two or more uses with concurrent peak hour uses, provided the following standards are met:

(1) The use or uses are located within a mixed-use development. The site may include multiple parcels as long as they are under the same ownership and are contiguous. The total combined required minimum vehicle parking may be determined using the following formula:

~~(2) The uses, structures or lots are located within one-half mile of a major transit stop or one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan;~~

~~(23)~~ Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and

~~(34)~~ Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.

413-8.45 Reduction of Minimum Off-Street Automobile Parking Based on Availability of On-Street Parking

413-8.56 Reduction of Minimum Off-Street Automobile Parking Based on a Parking Analysis

~~413-8.7 Reduction of Minimum Off-Street Automobile Parking in the Pedestrian-Oriented Mixed-Use Districts~~

~~In the Pedestrian-Oriented Mixed-Use Districts (Section 392), a development proposal that complies with the standards of Section 392-9.7 D. may qualify for a reduction in the minimum number of off-street parking spaces as described in that section.~~

413-9 Minimum Off-Street Drop-off and Loading Requirements

In all primary districts, drop-off and loading areas complying with the dimensions of 413-10 shall be provided according to the following schedule:

413-9.1 Residential:

None required, except for high rise (above three stories) attached dwelling units which shall be provided with one drop-off and loading space as a minimum and shall provide one additional drop-off and loading space for each 50 dwelling units over 100 dwelling units.

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET DROP-OFF AND LOADING SPACES PER UNIT OF MEASURE
413-9.2	Institutions:	
	A. Group Care Facilities	One <u>drop-off and loading</u> space where the number of beds exceed 25

413-9.3	Public Safety:	

	C Schools	Minimum of two off-street loading spaces for school buses plus one additional <u>drop-off and loading</u> space for each 250 bussed pupils.

413-10 General Drop-off and Loading Space Requirements

413-10.1 It shall be unlawful to store or accumulate goods in a loading space if it renders it useless for loading and unloading operations.

413-10.2 Drop-off and loading spaces shall be located on the site and directly accessible to main structures. The location of the drop-off and loading spaces shall comply with the requirements of Sections 403-2.3 E. (2), ~~and 406-2.5 B.~~

413-10.3 The minimum length and width of drop-off and loading spaces required by 413-9 shall be according to the requirements in the following table:

USE	LENGTH LINEAR FT.	WIDTH LINEAR FT.
A. All except wholesale and industrial	35	12
B. Wholesale storage and industrial	65	12

20. SECTION 430 – SPECIAL USE STANDARDS

430-9 Ambulance Service

430-9.1 Satellite Ambulance Stations:

C. ~~Provide~~ if the ambulance crew is supplied with off-street parking ~~for the ambulance crew, it shall be~~ in a manner which does not detract from the character of the surrounding area;

abcdef Proposed additions

abcdef Proposed deletions

430-19 Boarding House (including Bed and Breakfast Facilities for more than five persons)

430-19.4 ~~Provide~~In areas outside of the UGB, provide one additional parking space per sleeping room in such a manner that the residential character of the parcel is not changed.;

~~A. The residential character of the parcel is not changed, and;~~

~~B. The parking area does not detract from the visual appearance of the residence.~~

430-21 Boarding (Stabling) or Training of Horses for Profit

430-21.5 ~~Adequate parking, traffic~~Traffic management, and dust management shall be provided for horse shows at stables with more than 20 stalls. In areas outside the UGB, adequate parking is required.

430-25 Campground (Camping Areas and Facilities - Public and Private)

An area or tract of land used to accommodate two or more camping parties (including tents, travel trailers, other camping outfits and, except in the EFC, EFU, and AF-20 Districts, cabins). A campground is an area devoted to overnight, temporary use for vacation, recreational or emergency purposes, but not for residential purposes. A Vehicle Camping Site for Homeless Persons (Section 201-2.356) is not considered a campground for purposes of this section.

430-43 Drive-In Theater

A theater designed and operated to serve a patron seated in an automobile. Drive-in theaters shall:

430-43.8 ~~Provide one off-street parking place per employee;~~

~~430-43.9~~ Surface all areas used by vehicles with chip seal or better;

~~430-43.910~~ Provide drainage facilities as required in Section 410; and

430-43.1011 Provide individual loudspeakers for each car or radio system designed to not emanate beyond the perimeter of the site. No central loudspeaker shall be allowed except for an outdoor speaker located at the snack bar when the speaker is operated at a sound level not to exceed 65 decibels.

430-53 Group Care

430-53.5 Retirement Housing Community

A retirement housing community shall meet the following:

- F. ~~For~~ In areas outside the UGB, for the purposes of calculating parking, minimum off street parking requirements for individual uses in Retirement Housing Communities should be calculated separately.

430-63 Home Occupation

430-63.1 Home Occupation - Type I (Excluding Type I home occupations that do not require a Development Permit pursuant to Section 201-2.18)

A Type I Home Occupation shall:

- J. ~~Not~~ In areas outside the UGB not require any additional parking to comply with Section 413-6.1;

430-63.2 Home Occupation - Type II

A Type II Home Occupation shall:

- C. ~~Where a garage is used, When~~ additional off-street parking shall be provided in a manner, the parking shall not detracting detract from the residential character of the site;

- M. Provide a plan for any additional ~~required~~ proposed parking, which shall be approved if:

- (1) The residential character of the parcel is not changed; and
- (2) The parking area does not detract from the visual appearance of the residence;

430-63.3 Home Occupation - Type III

A Type III Home Occupation shall:

abcdef Proposed additions

abcdef Proposed deletions

K. Provide a plan for any additional proposed parking plan, which shall be approved if:

- (1) The residential character of the parcel is not changed;
- (2) The parking area does not detract from the visual appearance of the residence; and
- (3) The parking area for a commuter vehicle with a gross vehicle weight more than 26,000 pounds shall be located at least 100 feet from any property line and be screened with at least a 6-foot site-obscuring fence or be located within a permitted accessory structure;

430-76 Manufactured Home, in the R-5, R-6, R-9, R-15, R-24, R-25+, FD-20, and FD-10 Districts

~~430-76.5 The manufactured home shall have a detached or attached garage constructed of like materials. An attached garage shall have a hip or gable roof. The applicant may construct a carport rather than a garage when the applicant demonstrates, through a Type I procedure, that less than 50% of the dwellings on lots or parcels within 400 feet from the perimeter of the site have garages. A building permit for the garage or carport shall be obtained with the building permit for the manufactured home. The garage or carport shall be completed within 45 days of occupancy of the manufactured home;~~

430-77 Manufactured Dwelling Park

~~430-77.8 Provide a minimum of one paved off street parking place;~~

430-79 Manufactured Dwelling Subdivision

~~430-79.5 Require that each~~Each manufactured dwelling site ~~shall~~may have a carport or garage (detached or attached). When sided, siding shall be the same as or similar to the manufactured dwelling and shall extend to the ground or foundation;

~~430-79.6 Require that each manufactured dwelling have, when an enclosed carport does not incorporate enclosed storage, an accessory storage shed no less than 320 cubic feet. An enclosed garage fulfills this requirement;~~

~~430-79.7 Have a minimum of one off-street parking space per manufactured dwelling in accord with Section 413;~~

430-81 Mobile Food Sites (Large)

430-81.1 Development Standards:

A. Parking and Circulation:

- (4) Mobile food units, permitted accessory items and structures, and customer queuing areas may occupy existing off-street automobile parking spaces ~~only if such spaces are in excess of the minimum number required for the mobile food site and existing uses;~~

430-91 Parking (not in conjunction with an allowed use) in the Neighborhood Commercial (NC), Community Business (CBD), and General Commercial (GC) Districts.

A parking area is an off-street area containing one or more parking spaces, with passageways and driveways appurtenant thereto. In an NC, CBD, or GC District, a lot or parcel may be used for the parking or storage of cars in conjunction with a permitted use in a different district, provided:

430-91.3 The area used for parking shall be developed to the standards of Section 413 (Parking and Loading); and

430-91.4 Only directional signs shall be allowed; and.

~~430-91.5 Except for uses listed in Section 413-7.5 A., the spaces in a parking area on a lot or parcel shall not be used to meet the minimum off-street parking requirements of Section 413-7.~~

430-135 Temporary Use

A temporary use is one of an impermanent nature, or one used for a limited time.

430-135.1 Type I:

- C. The following temporary permits may be issued through a Type I procedure for a period not to exceed 1 year:

(9) Farmers Market and Mini Farmers Market (as defined in Section 106-80) may be allowed where the following requirements are met:

(a) The Farmers Market site abuts a Collector, Arterial, or Principal Arterial roadway as defined in the Washington County Transportation System Plan.

(b) Mini Farmers Market site is allowed in all Institutional land use plan designations regardless of adjacent roadway classification.

(c) The site has access to paved or graveled parking.

(j) Provide motorized and non-motorized (e.g., bicycles) parking for their patrons ~~at a~~ consistent with the requirements of Section 413 and 429.

(i) In areas outside the UGB, the minimum rate of one off-street motor vehicle parking space for each ~~one~~ vendor ~~and~~.

(ii) In areas outside the UGB, a minimum of one bicycle parking space for each ~~one~~ vendor, located in close proximity to the farmers market entrance.

J. Mobile Food Sites (Small)

Mobile food sites containing no more than eight mobile food units on a single development site may be approved as a temporary use when the following standards are met:

(2) Standards: Small mobile food sites shall comply with the following:

(a) Parking and Circulation:

~~Mobile~~ In areas outside the UGB, mobile food units, permitted accessory items and structures, and customer queuing areas may occupy existing off-street automobile parking spaces only if such spaces are in excess of the minimum number required for existing development;

(3) Submission Requirements: In addition to the requirements of Section 203-4.2, the application shall include the following:

(f) A site plan containing all of the following:

iii. The location of ~~required~~ on-site parking.

21. SECTION 601 – APPLICABILITY OF STANDARD LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Standard Land Divisions, Middle Housing Land Divisions, and property line adjustments are subject to County approval under this Article.

601-1 Standard Land Divisions and Property Line Adjustments

601-1.3 In addition to the standards listed above, all Standard Land Divisions and property line adjustments shall comply with the applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation System Plan listed below. Section 390-3 in the North Bethany Subarea Overlay District identifies additional standards and requirements from the Bethany Community Plan that are also applicable to development in the North Bethany Subarea of the Bethany Community Plan. Section 391 in the Bonny Slope West Subarea Overlay District identifies additional standards and requirements from the Cedar Hills - Cedar Mill Community Plan that are applicable to development in the Bonny Slope West subarea.

A. Community Plan Provisions:

- | ~~(8)~~ Parking Maximum Designations;
- | ~~(89)~~ Local Street Connectivity Lands Designations;
- | ~~(910)~~ Pedestrian Connectivity Areas;
- | ~~(1011)~~ Transportation Functional Classification Map;
- | ~~(1112)~~ Transportation Circulation Designations; and
- | ~~(1213)~~ Street Corridor, Arterial Access and Pedestrian System Designations.



WASHINGTON COUNTY OREGON

October 8, 2024

To: Washington County Board of Commissioners

From: Erin Wardell, Assistant Director
Land Use & Transportation

Subject: **PROPOSED LAND USE ORDINANCE NO. 903 – An ordinance amending the Transportation System Plan, all Community Plans, and the Community Development Code relating to parking to conform with state requirements.**

STAFF REPORT

For the October 15, 2024 Board of Commissioners Hearing
(The public hearing will begin no sooner than 10 a.m.)

I. STAFF RECOMMENDATION

Conduct the public hearing; at the conclusion of public testimony, close the hearing and adopt Ordinance No. 903 as filed. As a separate action, adopt the associated findings.

II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission considered Ordinance No. 903 at its meeting on August 7, 2024. The Planning Commission voted 7 to 0 to recommend the Board adopt Ordinance No. 903 as filed. Planning Commission deliberations are included as Attachment A.

III. OVERVIEW

Ordinance No. 903 proposes to amend the Transportation System Plan (TSP), all community plans, and the Community Development Code (CDC) for consistency with changes to the Transportation Planning Rule (TPR) requirements. The TPR changes were the result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules in response to Executive Order 20-04 issued by the Governor in 2020, directing state agencies to take actions to reduce and regulate greenhouse gas emissions. The proposed changes focus on the County's parking

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requirements, specifically removing on- and off-street parking requirements in urban unincorporated areas, adding certain state-required standards, and updating related standards for consistency.

IV. BACKGROUND

The CFEC amendments to the TPR were developed by staff in the Department of Land Conservation and Development (DLCD) in response to Executive Order 20-04¹. The updated rules apply to metropolitan regions with populations over 50,000, including cities and urban unincorporated areas within Metro's urban growth boundary (UGB) (See Figure 1 on the following page). Rural areas and cities located outside the Metro UGB are not subject to the CFEC requirements in the TPR.

The updated TPR includes parking reform provisions provided in Oregon Administrative Rules (OAR) 660-012-0400 through 660-012-0450. The first phase of the TPR's parking reform provisions took effect January 1, 2023, and require the following:

- Remove minimum parking near frequent transit service.
- Remove minimum parking for specific land use categories.
- Cannot require more than one parking space per unit for residential developments with more than one dwelling unit.

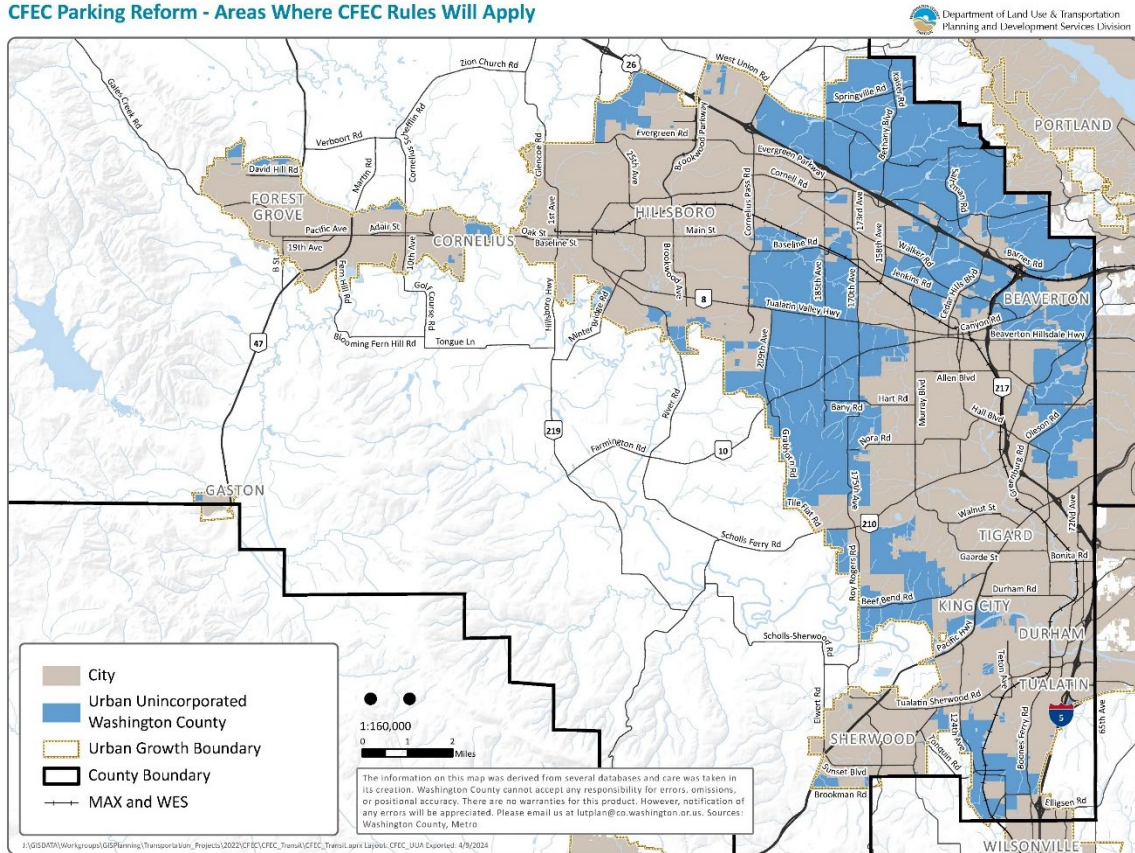
Beginning January 1, 2023, Washington County began applying state requirements directly to comply with the first phase of the TPR parking reform provisions.

The second phase of the TPR parking reform provisions required codification of state requirements by July 1, 2023. Washington County received an 18-month extension for compliance with the second phase of parking reform. Therefore, codification to implement the complete parking reform requirements are required by the end of 2024. Ordinance No. 903 addresses both phases of parking reform to bring the County into compliance with OAR 660-012-0400 through 660-012-0450. The parking reform requirements mandate specific standards with limited flexibility as to how to comply.

¹ [eo-energy-20-04.pdf \(oregon.gov\)](#)

Figure 1: CFEC Parking Reform Applicable Areas

CFEC Parking Reform - Areas Where CFEC Rules Will Apply



Ordinance notification

Notice 2024-03 regarding proposed Ordinance No. 903 was mailed July 11, 2024, to parties on the General and Individual Notification Lists (PC, Community Participation Organizations [CPOs], cities, special service districts, and interested parties). A display advertisement regarding the ordinance was published July 12, 2024, in *The Oregonian* newspaper.

V. ANALYSIS

Minimum parking requirements

The minimum parking requirements are contained in CDC Section 413-6.1, as displayed in Exhibit 13 of the filed ordinance, starting on page 20. Given the TPR parking reform provisions, staff’s recommendation is to repeal minimum parking requirements within the urban unincorporated area entirely. The recommendation is based on the following considerations:

- Direction from the Board of County Commissioners during the March 21, 2023, work session.

- Continues progress and trends from recent parking update efforts (i.e., 2017 Rightsizing the Parking Code project).
- Feasibility of implementation compared to other options afforded by TPR.

Areas where no parking minimum requirements would apply are illustrated in Figure 1.

Board direction

The Board conducted a Work Session March 21, 2023, to review and discuss CFEC parking requirements. County staff provided a briefing on the requirements and options available to the County with a preliminary staff recommendation to repeal all required minimum parking requirements. The Board directed staff to proceed according to the staff recommendation.

Continues trends from recent parking update efforts

Adopting CFEC parking reform requirements would continue to build on prior planning efforts within the County. The County-led Rightsizing the Parking Code study and subsequent Ordinance No. 827, both completed in 2017, implemented reduced minimum off-street parking requirements and increased flexibility with related requirements.

Feasibility compared to other options

State requirements provide Washington County three distinct options for parking reform pursuant to OAR 660-012-0420 through 660-012-0445. These options include:

1. Repealing minimum parking requirements within urban unincorporated areas entirely;
- 2A. Reducing minimum parking requirements and adopting fair parking policies and programs; or
- 2B. Reducing minimum parking requirements further with minimal parking policies or programs.

The primary consideration for staff's recommendation to implement Option 1 is the relative feasibility between the parking reform options offered by the state. Other than removing parking minimums entirely (Option 1), the County would be required to develop new programs and policies in addition to the proposed CDC and community plan amendments. Staff determined that implementing new programs and policies would be costly (staff and resource intensive), be challenging to enforce, and cause considerable variability and confusion in implementation.

The following table provides a summary of the alternative programs and policies available under each option offered by the state:

Table 1: Programs and Policies Summary

Programs and Policies Requirement	Option 2A*	Option 2B**
1. Unbundle multifamily residential parking requirements	X	X
2. Unbundle parking serving commercial developments	X	
3. Establish flexible commute benefits	X	
4. Establish a tax on parking lot revenue	X	
5. Reduce minimum requirement for multifamily to no higher than 0.5/unit ²	X	
6. Establish a paid residential parking district		X

* At least two options would need to be adopted, one of which must be from the first three options listed.

** At least one option would need to be adopted.

Under Option 2A, the County would need to adopt and implement two of the five programs and policies marked with an X in Table 1, one of which must be from the first three options listed. Under Option 2B, the County would need to adopt and implement one of the two programs and policies marked with an X in Table 1. Either Option 2A or Option 2B would require the establishment of a new program and additional staff resources for the administration and enforcement of new parking regulations.

Under either of the new programs and policies options, the County would still be required to remove all minimum parking requirements in and near Metro 2040 centers and priority transit areas. These areas encompass approximately 56% of urban unincorporated areas within the county and would need to be adjusted annually based on transit frequency (as discussed under parking maximums below). The County is also required to remove minimum parking requirements for several types of residential housing and other specific uses as well as expand exceptions to the minimum parking requirements in all urban unincorporated areas.

To staff’s knowledge, only two jurisdictions are pursuing Option 2A. None are pursuing Option 2B. The City of Sherwood adopted parking reform updates to unbundle commercial parking requirements and establish a parking lot revenue tax. The City of Gladstone is pursuing similar requirements. The County is allowed to change the option selected at any time, if it wishes to pursue either of the options in the future.

Maximum parking requirements

Maximum parking requirements are contained in CDC Section 413-6.3, as displayed in Exhibit 13 of the filed ordinance, starting on page 21. The County currently regulates parking maximums in the urban unincorporated area consistent with Metro’s Urban Growth Management Functional Plan (UGMFP). The community plans and CDC currently identify two

² This requirement would be addressed through code revisions and not adoption of a program or policy. However, it is shown here because it is one of five requirements prescribed by OAR 660-012-0445 under Option 2A.

sets of parking maximum requirements – Zone A (frequent transit service areas) and Zone B (remaining urban areas) – for specified uses. The zones were established based on proximity to transit service at the time the community plans were updated to incorporate the parking maximum requirements.

The parking maximum requirements prescribed by the TPR (as amended by the CFEC rules) affect multifamily and commercial developments, as well as all developments with more than 65,000 square feet of floor area. Table 2 below provides a summary of the requirements the County must adopt.

Table 2: Parking Maximum Requirements Summary

Use	Maximum standard per CFEC rules	Current Zone A maximum standard (frequent transit area)	Current Zone B Maximum Standard (remaining areas)
Multifamily Development <ul style="list-style-type: none"> ▪ Studio Unit ▪ Non-studio Unit 	1.2 spaces/unit 2 spaces/unit	None	None
Commercial and Retail*	5 spaces/1,000 sq ft floor space	5.4 spaces/1,000 sq ft floor space (Bank with drive-in) 5.1 spaces/1,000 sq ft floor space (Retail stores & shopping centers)	6.5 spaces/1,000 sq ft floor space (Bank with drive-in) 6.2 spaces/1,000 sq ft floor space (Retail stores & shopping centers)
Any use with more than 65,000 sq. ft. of floor area.	Surface parking area limited to 1:1 ratio of building floor area, regardless of number of spaces	n/a**	n/a**

*Automobile sales/repair, eating/drinking establishments, entertainment, and commercial recreation uses not subject to standard.

**All uses are still subject to respective parking maximum standard.

The CFEC parking maximum rules are based on transit proximity similar to how Zones A and B were established. However, maintaining different parking maximum standards for areas that meet the transit-proximate CFEC requirements creates challenges, requiring annual land use ordinances to reflect transit service changes. This would involve updating the 0.5-mile buffer from transit lines and the 0.75 mile buffer from stations, adding constraints to the County.

Adopting land use ordinances demands technical analysis, coordination, and public outreach. The process generally takes six months, which could cause periods of non-compliance with state rules and confusion over applicable standards.

Ordinance No. 903 proposes removing parking maximum maps from community plans and applying a single set of parking maximum requirements across urban unincorporated areas. This would exceed state requirements, eliminate annual updates, and streamline community plans by removing parking maximum maps.

Parking landscaping

Ordinance No. 903 proposes to add a new subsection for tree canopy requirements to the parking area landscaping in CDC Section 407-6 (Parking Area Landscaping), as displayed in Exhibit 13 of the filed ordinance, starting on page 12. The County regulates parking lot landscaping but does not currently include minimum tree canopy requirements. The proposed tree canopy requirements will apply to new or redeveloped surface parking areas over 0.5 acres in size within the urban unincorporated area, as required by the OARs. For a typical parking lot, 0.5 acres is the equivalent of approximately 45-60 spaces, depending on design. OAR 660-012-0405 mandates the following standards:

- Trees along driveways or 30% tree canopy coverage;
- Coordination with local electric utility providers to avoid conflicts with utility lines; and
- Choose one or more of the following:
 - Solar panels generating 0.5kw per space.
 - 40% tree canopy coverage.
 - Minimum \$1,500 per space fee-in-lieu for solar/wind energy production.

The TPR requirement for providing trees along driveways presents challenges associated with how driveways are defined. Guidance from DLCD provides limited direction in defining driveways. This leaves it to individual jurisdictions on how to define driveways. Given this, adopting a minimum tree canopy coverage establishes a clearer and more objective standard.

At its May 24, 2024, Work Session members of the Planning Commission had questions about the potential increase in development costs associated with installing solar panels or creating a fee-in-lieu program.

- The average cost of solar panels in Oregon is \$2.50 per watt according to SolarReviews.³ This would result in an approximate cost of \$1,250 per parking space.
- Costs for tree planting varies depending on the type and size of tree, however a general assumption is \$500-600 per tree. The costs per parking space for tree planting would

³ SolarReviews is a consumer reviews website for reviews and ratings of residential solar panels and solar panel installation companies since 2012. Actual costs for development vary.

vary depending on the parking area design, but the overall cost per parking space would be lower than the cost of solar panels or a fee-in-lieu program.

Ordinance No. 903 proposes to add a 40% tree canopy coverage requirement as it satisfies both the minimum tree canopy coverage requirement and one of the additional requirements. Using a 40% tree canopy coverage requirement also provides clarity by using a single standard and it also incurs relatively lower development costs compared to a solar panel requirement or a fee-in-lieu program.

On-street parking

Ordinance No. 903 proposes to remove on-street parking requirements for single-family residential development as shown in Exhibit 13 of the filed ordinance, starting on page 18. Washington County is unique when it comes to on-street parking requirements; the County is the only jurisdiction in the Metro area to require a minimum number of on-street spaces for certain types of residential development. Staff believes the CFEC parking reform requirements are silent on this topic because no other jurisdiction in the state mandates on-street parking. However, retaining the on-street parking requirements presents a challenge as it is directly tied to the provision of off-street parking and places the County at odds with broader state policies. By repealing on-street parking requirements, the County would be aligned with the intent of state requirements. Staff anticipates, and the Planning Commission agreed, this change will provide a more uniform and predictable regulatory environment that supports more affordable residential development.

ADA accessible parking

As shown in Exhibit 13 of the filed ordinance, starting on page 23, Ordinance No. 903 proposes requiring at least one ADA accessible parking space for larger developments. OAR 660-012-0005(29) enables jurisdictions to require ADA parking even when no other parking is required. ADA accessible parking spaces are regulated through building code requirements. Compliance with the building code is required for new parking areas and redevelopment of existing parking areas to ensure accessibility for all individuals. The building code dictates the minimum number of accessible parking spots needed relative to the total number of spots in a parking area. If a development does not provide any off-street parking, a jurisdiction may still require one off-street ADA parking space.

Ordinance No. 903 proposes requiring a minimum of one ADA accessible parking space for developments that are required to provide a drop-off or loading space pursuant to CDC Sections 413-9 and 413-10. The drop-off and loading requirements in these sections apply to large multifamily developments⁴, institutional uses, commercial uses over 5,000 ft², and industrial uses over 25,000 ft².

⁴ Multifamily dwellings for these provisions are considered attached dwelling units for buildings above three stories.

Neighborhood Livability

Ordinance No. 903 proposes one amendment to TSP Strategy 3.1.7 under Goal 3: Livability.

Goal 3: Livability seeks to preserve and enhance Washington County's quality of life for all residents, workers, and visitors. The current Strategy 3.1.7 for achieving this Goal through regulating the provision of parking is no longer applicable to unincorporated urban areas due to recent updates to the TPR as well as the proposed changes to the CDC that would remove minimum parking requirements for urban unincorporated areas.

The updated Strategy 3.1.7 provides policy support for the Neighborhood Streets Program (NSP), an existing County program. The NSP is funded by the Urban Road Maintenance District (URMD) and provides several services aimed at neighborhood livability, including managing on-street parking through a parking permit program. The purpose of the NSP parking permit service is to reduce on-street parking from people who don't live in the residential area while providing residents with the ability to park on-street near their homes. Prior to establishing a parking permit program, a parking survey is conducted to ensure the program will not unduly impose upon the legitimate use of the public right-of-way. The program is intended to mitigate non-residential parking within residential areas.

Establishing a parking permit area requires approval of 67% of property owners in the proposed permit area. Once established, vehicles may legally park on the street during specified times only if a valid parking permit is displayed. Residents are entitled to one permit for each legally registered vehicle and two visitor parking permits. Enforcement is initiated by contacting the non-emergency dispatch number. Once initiated, sheriff officers would patrol the permit area and issue warnings to vehicles parked illegally or without a parking permit.

The updates to Strategy 3.1.7 provide additional policy support for the NSP program and its current on-street parking management services. As the utilization of on-street parking grows, changes to the NSP program and/or additional policies and programs for managing on-street parking may become necessary in the future.

Summary of Proposed Changes

Ordinance No. 903 proposes to amend the TSP, all community plans, and the CDC to implement parking reform. The amendments are proposed for consistency with the updated TPR requirements provided in OAR 660-012-0400 through 660-012-0450. The proposed changes include the following:

- Removing minimum parking requirements from the CDC for urban unincorporated areas.
- Updating parking maximum requirements in the CDC for selected uses, apply a single set of maximum parking standards to all urban unincorporated areas, and remove related parking maximum area (Zone A and B) maps from the community plans.
- Adding a strategy statement in the TSP to reflect the County's existing Neighborhood Street Program.
- Adding tree canopy requirements to the CDC for surface parking lots greater than 0.5-acre.
- Removing residential on-street parking requirements in the CDC.
- Adding minimum ADA accessible parking requirements for larger uses to the CDC.

List of Attachments

The following attachments identified in this staff report are provided:

Attachment A: Planning Commission Deliberations

Attachment B: Public Testimony



WASHINGTON COUNTY OREGON

WASHINGTON COUNTY PLANNING COMMISSION (PC) WED., AUG. 7, 2024

Ordinance No. 903 – An ordinance amending the Transportation System Plan (TSP), all Community Plans, and the Community Development Code (CDC) relating to parking to conform with state requirements.

Draft Deliberations

PC Members Present: Mike Frey, Joe Keizur, Deborah Lockwood, Rachel Mori Bidou, Amber Rosenberry, Jared Whipps, and Morgan Will; Absent: Eric McClendon and Felicita Montebianco

Staff Present: Erin Wardell, Director's Office, Land Use and Transportation (LUT); Theresa Cherniak, Dyami Valentine, CJ Doxsee, and Susan Aguilar, Long Range Planning (LRP); Jacquilyn Saito, County Counsel

Summary

Clinton "CJ" Doxsee, Senior Planner, and Dyami Valentine, Principal Planner with the LRP Transportation Planning group gave a PowerPoint presentation with a project background and overview, proposed amendments, summary of findings, and staff recommendation.

Staff Recommendation

- Conduct the public hearing
- Recommend approval of Ordinance No. 903 to the Board of Commissioners

Written Testimony Received

- Duane & Margaret Banks

Oral Testimony

- Marcia Moore (85 NW 336th Avenue, Hillsboro)
 - Inquired about the longevity of solar panels
- Bob Kelly (Hillsboro)
 - Inquired about meeting American Disabilities Act (ADA) parking requirements

PC Deliberations

- Comments by individual members:
 - Concern regarding confidentiality of personal information on shared use permits
 - Support for proposed approaches for parking maximums and tree canopy

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- Questions:
 - If the County will be monitoring code compliance of rules proposed by this ordinance
 - Since the proposal does not require on-street parking, whether developers will be required to construct less street improvement
 - Whether this ordinance impacts the ability of a resident of a development to request Americans with Disabilities Act (ADA) accommodation

Vote

PC member Keizur moved to recommend approval of Ordinance No. 903 to the Board of Commissioners. Vice Chair Mori Bidou seconded motion. **Vote: 7-0. Motion passed.**

Yes: Frey, Keizur, Lockwood, Mori Bidou, Rosenberry, Whipps, and Will (unanimous)

End of deliberations.

Date: 8-5-24

To: Washington County Planning Commission

Received 08/07/24
Wash. Co. LUT

From:

Duane & Margaret Banks
260 NW 336th Ave
Hillsboro, OR 97124

Subject: Proposed Land Use Ordinance No. 903

The Staff Report provided for Ordinance No. 903 notes that “Staff determined that implementing new programs and policies would be costly (staff and resource intensive), be challenging to enforce, and cause considerable variability and confusion in application.” In other words, in the absence of staff expertise and resources, “Ordinance No. 903 removes the requirements for new development or redevelopment in the urban area to supply parking allowing for a market driven approach to determining parking needs . . .” **This easy way out amounts to deferring determination of appropriate and acceptable parking to developers and their views of markets and desire to maximize profits without consideration of the impacts on existing neighborhoods. This is unacceptable and comes with a risk of degrading neighborhoods.**

Not all County streets in urban areas are equal or developed to the same standards. Not all are wide enough to accommodate on-street parking and emergency vehicles (including full sized fire engines), loading & necessary service vehicles (such as UPS vans, garbage trucks or rock trucks or utility vehicles, etc.). Additionally, on-street parking on narrow side streets can restrict ingress/egress to major high-volume highways, such as TV Highway, and create unsafe conditions for school children waiting for a bus. “OAR 660-012-0405(1)(c) provides that land use regulations must allow a process to meet a lower minimum parking requirement while still maintaining access for emergency vehicles and loading.” However, it does not mention how that is to be done, neither does Ordinance No. 903. Moreover, other safety issues are not addressed. It is unacceptable to leave these decisions up to developers.

Street parking must be orderly and in areas designed for on-street parking. If a street has not been designed to safely accommodate on-street parking, it cannot be allowed. People cannot park on private property, block driveways or park in ditches, breaking them down and interfering with drainage. Also note that 336th Ave, Hillsboro, turns into a private drive part way down – it is not obvious where that occurs. It is unacceptable to ignore these types of complications.

Some County streets are public right-of-ways that must be maintained by those who live on the street. Ordinance No. 903 would give developers the right to dump parking on streets that are not developed for it or wide enough to accommodate it safely, essentially forcing those who live on the street to pay for street improvements or suffer the consequences (blocking of emergency vehicles, garbage service, delivery vans, unsafe access to/from TV Highway, unsafe conditions for school children waiting for a bus, etc.). This is unacceptable – developers need to be responsible for all costs associated with their development.

The Staff Report provided for Ordinance No. 903 also notes that “The prescriptive nature of OAR 660-0012-0400 did not warrant much community deliberation or consideration and would have presented an undue burden on agency staff and led to community frustration.” **But what about the undue burdens you are potentially placing on neighbors and neighborhoods by taking the easy way out and deferring decisions to developers? This is unacceptable. I encourage you to deal fairly with the above issues. It is unacceptable if there is no real opportunity for you to seriously consider them.**



AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Reference No: **RO 24-72**

Meeting Date: October 15, 2024

Status: **APPROVED**

Agenda Category: ACTION

CPO: All

Department(s): Land Use & Transportation

Presented by: Stephen Roberts, Director of Land Use & Transportation

Agenda Title: **Adopt Findings for Ordinance No. 903 – An Ordinance Amending the Transportation System Plan, All Community Plans, and the Community Development Code Related To Parking To Conform With State Requirements**

REQUESTED ACTION:

Adopt the findings for Ordinance No. 903 and authorize the Chair to sign the Resolution and Order memorializing the action.

SUMMARY:

Ordinance No. 903 amends the Transportation System Plan (TSP), all community plans, and the Community Development Code (CDC) for consistency with changes to the Transportation Planning Rule (TPR) requirements. Ordinance No. 903 is posted on the County's land use ordinance webpage at the following link:

www.washingtoncountyor.gov/lut/land-use-ordinances-progress

Post acknowledgment comprehensive plan amendments are amendments made to the County's Comprehensive Plan after it was acknowledged by the State Department of Land Conservation and Development as complying with the Statewide Planning Goals. ORS 197.615 requires that such amendments be accompanied by findings setting forth the facts and analysis showing that the amendments are consistent with the applicable Statewide Planning Goals, Oregon Revised Statutes, State Administrative Rules, and the applicable provisions of Washington County's Comprehensive Plan.

Additionally, as required by Title 8 of Metro's Urban Growth Management Functional Plan (UGMFP), any amendment to a comprehensive plan or implementing ordinance shall be consistent with the requirements of the UGMFP.

Attached is the Resolution and Order to adopt the findings for Ordinance No. 903. The proposed findings are also attached and posted on the above land use ordinance webpage.

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

No feedback was received on the findings. Input on the ordinance is summarized in the staff report for the ordinance.

Legal History/Prior Board Action:

None

Budget Impacts:

None

ATTACHMENTS:

[Resolution Order 24-72 - Ord. No. 903 \(Parking Reform\)](#)
[Ord. No. 903 \(Parking Reform\): Ex. A - Ordinance Findings](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Kevin Moss, Board Clerk

October 15, 2024

Date Signed

RO 24-72

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the Matter of Adopting)	RESOLUTION AND ORDER
Legislative Findings in Support)	
of Ordinance No. 903)	No. <u>24-72</u>

This matter having come before the Washington County Board of Commissioners (Board) at its meeting of October 15, 2024; and

It appearing to the Board that the findings contained in "Exhibit A" summarize relevant facts and rationales with regard to compliance with the Statewide Planning Goals, Oregon Revised Statutes and Administrative Rules, Washington County's Comprehensive Plan, and titles of Metro's Urban Growth Management Functional Plan relating to Ordinance No. 903; and

It appearing to the Board that the findings attached and herein incorporated as Exhibit A constitute appropriate legislative findings with respect to the adopted ordinance; and

It appearing to the Board that the Planning Commission considered the matter at its public hearing on August 7, 2024, and recommended approval to the Board; and

It appearing to the Board that, in the course of its deliberations, the Board has considered the record which consists of all notices, testimony, staff reports, and correspondence from interested parties, together with a record of the Planning Commission's proceedings, and other items submitted to the Planning Commission and Board regarding this ordinance; it is therefore,

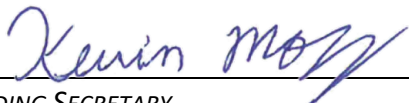
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1 RESOLVED AND ORDERED that the attached findings in Exhibit A in support of Ordinance
2 No. 903 are hereby adopted.

3 DATED this 15th day of October 2024.

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5 BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

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CHAIR KATHRYN HARRINGTON

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RECORDING SECRETARY

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EXHIBIT A**FINDINGS FOR ORDINANCE NO. 903****AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN, ALL COMMUNITY PLANS,
AND THE COMMUNITY DEVELOPMENT CODE RELATING TO PARKING TO CONFORM WITH
STATE REQUIREMENTS.****Oct. 15, 2024**

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 – Transportation Planning Rule Findings

Part 4 – Oregon Highway Plan Findings

Part 5 – Metro Urban Growth Management Functional Plan Findings

Part 6 – Metro Regional Transportation Plan Findings

Part 1: GENERAL FINDINGS

Ordinance No. 903 amends the Washington County Transportation System Plan (TSP), all community plans, and the Community Development Code (CDC).

Key Ordinance Provisions

Ordinance No. 903 amends the Transportation System Plan (TSP), all community plans, and the Community Development Code (CDC) to align with the Transportation Planning Rule (TPR) and address parking requirements in urban unincorporated areas.

The ordinance adjusts Strategy 3.1.7 under Goal 3: Livability in the TSP to support the Neighborhood Streets Program. The ordinance amends all community plans to align with the CDC changes regarding parking maximums. It removes general design elements, parking maximum maps, and references to minimum parking requirements. This change eliminates the need for annual reassessment of transit routes and simplifies requirements. The ordinance also amends several CDC articles, including Definitions, Procedures, Land Use Districts, Development Standards, and Land Divisions and Property Line Adjustments. The focus of amendments is on Section 407 (Landscape Design) and 413 (Parking and Loading). The remaining amendments primarily remove references to or clarify applicability of minimum parking requirements.

Because the ordinance makes changes that do not affect compliance with Oregon's Statewide Planning Goals (Goals), it is not necessary for these findings to address the Goals with respect to each amendment. The Washington County Board of Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses

to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OARs) are not addressed because these resources are not located within Washington County. The County is also required to make findings that the amendments are consistent with the requirements of Metro’s Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Plan (RTP). These findings are addressed in this document.

Part 2: STATEWIDE PLANNING GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that Ordinance No. 903 is consistent with the Goals, Oregon Revised Statutes (ORS), OAR requirements, Metro’s UGMFP and Washington County’s Comprehensive Plan (Plan). The County’s Plan was adopted to implement the planning documents and was acknowledged by the State of Oregon. The County follows the post-acknowledgement plan amendment (PAPA) process to update the Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the map and text of the plans or code requirements implicate a Goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

Goal 1 – Citizen Involvement

This goal outlines community involvement requirements for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Finding: The amendments are mandated by the Transportation Planning Rule (TPR), specifically OAR 660-0012-0400, which is the result of a process conducted by the Department of Land Conservation and Development (DLCD). The prescriptive nature of OAR 660-0012-0400 did not warrant much community deliberation or consideration and would have presented an undue burden on agency staff and led to community frustration. However, Goal 1 is met in that the process to adopt these proposed amendments included a meeting before the Planning Commission, as well as a meeting before the Board of Commissioners with required public notice provided. Both the Planning Commission and Board of Commissioners meetings were conducted in person and allowed the opportunity for participation via Zoom, which afforded community members multiple opportunities to review, comment, and be involved in the planning process.

Goal 2 – Land Use Planning

This goal outlines the land use planning process and policy framework, including requiring an adequate factual base to support a decision as well as coordination with affected governmental entities.

Finding: The amendments have an adequate factual base, as has been described through the hearing process. The implementation measures proposed are consistent with Comprehensive Plan policies as noted in these findings and with the requirements of the Climate-Friendly and Equitable Communities rules with regard to parking, as reflected in OAR 660-012 and further discussed under Goal 12 below. This Goal is met.

Goal 3 – Agricultural Lands

This goal seeks to preserve and maintain agricultural lands for farm use.

Finding: Not applicable as the proposal does not propose amendments to agricultural land regulations outside the urban growth boundary.

Goal 4 – Forest Lands

This goal addresses the conservation of forest lands by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices.

Finding: Not applicable as the proposal does not propose amendments to forest land regulations outside the urban growth boundary.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

This goal addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations.

Finding: Not applicable as the proposal does not propose amendments to national resource, scenic/historic, or open space regulations.

Goal 6 – Air, Water and Land Resources Quality

This goal requires the maintenance and improvement of the quality of the air, water, and land resources of the state through the implementation of local plans that address waste and process discharge.

Finding: Not applicable as the proposal does not propose amendments to these regulations.

Goal 7 – Areas Subject to Natural Hazards

This goal requires the implementation of local land use programs that reduce the risk to people and property from natural hazards such as floods, landslides, and earthquakes.

Finding: Not applicable as the proposal does not propose amendments to these regulations.

Goal 8 – Recreational Needs

This goal requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for the siting of necessary recreational facilities.

Finding: Not applicable as the proposal does not propose amendments to these regulations.

Goal 9 – Economic Development

This goal requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of citizens.

Finding: Policy 20 of the CFP and Policies 15, 16, 20 and 21 of the RNRP set out the County's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion. Ordinance No. 903 does not amend the applicable Plan policies and strategies, or CDC sections, related to strengthening the local economy as required by Goal 9. Ordinance No. 903 removes the requirements for new development or redevelopment in the urban area to supply parking allowing for a market driven approach to determining parking needs thus presenting the opportunity to maximize utilization of available land for the highest and best use and therefore supporting economic development. This Goal is met.

Goal 10 – Housing

This goal requires the provision of housing, including adequate numbers of units within a range of prices, types and densities that provide realistic options to meet citizen needs.

Finding: Policies 21, 22, 23 and 24 of the CFP, and Policies 19, 25 and 26 of the RNRP address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion. Ordinance No. 903 removes minimum off-street parking requirements in urban unincorporated areas. Removing this requirement may contribute to making new housing development physically and financially feasible. Areas that would typically be needed to meet minimum parking requirements can instead be developed with additional housing or services. This Goal is met.

Goal 11 – Public Facilities and Services

This goal requires a plan for the orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Not applicable as the proposal does not propose amendments to these regulations.

Goal 12 – Transportation

This goal requires the provision and encouragement of a safe convenient, multimodal, and economic transportation system.

Finding: Policy 32 of the CFP, Policy 23 of the RNRP and the TSP describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the TSP, community plans, and the CDC. Ordinance No. 903 includes implementing measures to update the TSP, community plans, and CDC. These amendments improve consistency with other adopted or acknowledged planning efforts and are consistent with the County's acknowledged policies and strategies for the provision of transportation facilities and services required by Goal 12 (the Transportation Planning Rule or TPR, implemented pursuant to OAR Chapter 660, Division 12). Section 3 of this document provides brief summaries and findings of the applicable TPR provisions.

Goal 13 – Energy Conservation

Goal 13 requires developed land uses to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding: Policies 35, 36, 37, 38, 39 and 40 of the CFP, and Policy 25 of the RNRP address energy conservation in the urban and rural areas of unincorporated Washington County. The CDC implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV (Development Standards). Ordinance No. 903 did not amend the applicable Plan policies and strategies, or CDC sections related to energy conservation. Ordinance No. 903 is intended to support CFP Policy 38 by addressing parking requirements in support of its implementing strategies and reducing dependence on single occupant vehicles. The amendments are consistent with the County's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

Goal 14 – Urbanization

Goal 14 requires provisions for the orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside UGBs, to ensure efficient use of land, and to provide for livable communities.

Finding: Not applicable as the proposal does not propose amendments to these regulations.

Part 3: TRANSPORTATION PLANNING RULE (OAR CHAPTER 660, DIVISION 12) FINDINGS

OAR 660-012-0000 through 660-012-0920, referred to as the Transportation Planning Rule (TPR), includes provisions for compliance with Statewide Planning Goal 12.

660-012-0011 Application Rules

Defines the applicable Transportation Planning Rules based on the urban or rural designation of the land affected by the plan amendment, OAR 660-012-0011 applies statewide.

Finding: Ordinance No. 903 amends plans, policies and development code for portions of Washington County within the Metro Urban Growth Boundary (UGB). Therefore, the rules of division 12 apply as follows:

- As described in OAR 660-012-0011(1), OAR 660-012-0000, OAR 660-012-0005, OAR 660-012-0010, OAR 660-012-0011, OAR 660-012-0050, OAR 660-012-0060, OAR 660-012-0065 and OAR 660-012-0070 apply statewide and throughout Washington County.
- OAR 660-012-0011(6) provides that different rules apply in different parts of Washington County, as follows:
 - As described in OAR 660-012-0011(2)(c), OAR 660-012-0012 and OAR 660-012-0100 through OAR 660-012-0920 apply inside the Metro UGB.

660-012-0012 Effective Dates and Transition

Establishes the effective dates for the transition of the Transportation Planning Rule to the Climate Friendly and Equitable Communities update adopted in 2022 and provides for processes by which interim updates may be adopted. OAR 660-012-0012 applies inside the Metro UGB in Washington County.

Finding: Ordinance No. 903 is consistent with the provisions of OAR 660-012-0012(2)(b) and implements OAR 660-012-0012(4)(f).

OAR 660-012-0012(1) establishes that the rules are now in effect, except as provided in this rule.

OAR 660-012-0012(2)(b) provides that Washington County may make interim updates to the TSP using the requirements in OAR 660-012-0015 if:

- The interim update is not a major transportation system plan update as provided for under OAR 660-012-0105, and
- The County has submitted notice of the proposed change (as provided in OAR 660-018-0020) no later than June 30, 2027.
- Ordinance No. 903 fulfills both criteria and therefore is classified as an interim update, as provided for in OAR 660-012-0012(2)(b).

OAR 660-012-0012(2)(b) provides that: “Interim updates must comply with applicable requirements in this division within the scope of the transportation system plan amendment but need not bring the entire transportation system plan in compliance with all applicable regulations.” Ordinance No. 903 amends Goal 3, Livability of the Washington County TSP. The amendments to TSP in Exhibit 1 serve to implement rule 660-012-0405(2).

OAR 660-012-0012(3) provides a process that counties may utilize in lieu of the effective dates listed in OAR 660-012-0012(4). Washington County has availed itself of this process and alternative dates have been granted for two components of OAR 660-012-0012(4) as discussed below.

OAR 660-012-0012(4) provides applicable dates for compliance with the Transportation Planning Rule amendments of July 2022 as follows:

- OAR 660-012-0012(4)(a) Does not apply to Washington County.
- OAR 660-012-0012(4)(b) Requires Washington County to comply with the provisions of OAR 660-012-0215 “upon adoption of a major update to the local transportation system plan.” This rule previously required compliance with OAR 660-012-0215 by June 30, 2025, unless an alternative date has been granted. DLCD Director Bateman approved Washington County’s request for an alternative date of June 30, 2027, on June 13, 2023. Ordinance No. 903 includes an interim TSP amendment and not a major TSP update, therefore, this section does not apply.
- OAR 660-012-0012(4)(c) Requires compliance with OAR 660-012-0310 for jurisdictions subject to the rule. OAR 660-012-0310(1)(a) excludes Washington County from compliance with OAR 660-012-0310, OAR 660-012-0315, and OAR 660-012-0320.
- OAR 660-012-0012(4)(d) Requires Metro to amend its Urban Growth Management Functional Plan, to require Washington County to adopt boundaries for regional and town centers identified on Metro’s 2040 Growth Concept map by December 31, 2025.
- OAR 660-012-0012(4)(e) Requires Washington County to comply with the requirements of OAR 660-012-0330 no later than the date of adoption of a major TSP update. Ordinance No. 903 is an interim TSP amendment and not a major TSP update, therefore, this section does not apply.
- OAR 660-012-0012(4)(f) Requires Washington County to adopt Community Development Code (CDC) amendments to meet the requirements of OAR 660-012-0400, 0405, and 0415 through 0450 no later than June 30, 2023, unless alternative date have been granted. DLCD Director Bateman approved an alternative date of December 31, 2024, for Washington County on June 13, 2023. Ordinance No. 903 serves to amend the Washington County CDC and related provisions to comply with OAR 660-012-0012(4)(f).
- OAR 660-012-0012(4)(g) applies exclusively to cities, and therefore, is not applicable to Washington County.

OAR 660-012-0012(5) provides applicable dates for compliance with the Transportation Planning Rule amendments of July 2022 as follows:

- OAR 660-012-0012(5)(a) Identifies that the provisions of OAR 660-012-0210 take effect on December 31, 2027.
- OAR 660-012-0012(5)(b) and (c), as discussed above under OAR 660-012-0012(4)(c) these subsections pertain to rules that are not applicable to Washington County.
- OAR 660-012-0012(5)(d) The provisions of OAR 660-012-0410 requiring the implementation of electric vehicle charging capacity apply exclusively to cities.
- OAR 660-012-0012(5)(e) The provisions of OAR 660-012-0430 and 0440 took effect on building applications submitted within urban unincorporated Washington County after December 31, 2022. Washington County is implementing the State Rules directly until such time as appropriate CDC amendments are adopted consistent with the requirements of OAR 660-012-0012(4)(f). DLCD Director Bateman approved an alternative date of December 31, 2024, for Washington County on June 13, 2023. Ordinance No. 903 amends the Washington County Comprehensive Plan, TSP and CDC and to comply with OAR 660-012-0012(4)(f).
- OAR 660-012-0012(5)(f) takes effect December 31, 2029.
- OAR 660-012-0012(5)(g) takes effect upon adoption of a major update to the TSP. Ordinance No. 903 is an interim TSP amendment and not a major TSP update, therefore, this section does not apply.

OAR 660-012-0012(6) is not applicable to Ordinance No. 903.

OAR 660-012-0012(7) Requires compliance with OAR 660-012-0900, with the first report due May 1, 2024. OAR 660-012-0900(1) and OAR 660-012-0900(2) states in part that “Cities and counties within the planning area of Metro are not required to report directly to the department as provided in this rule.” Washington County will work with Metro, as necessary, to comply with this rule. OAR 660-012-0900 contains no applicable criteria or requirements related to Ordinance No. 903.

660-012-0015 Preparation and Coordination of Transportation System Plan

Establishes the requirements for the preparation and amendment of transportation system plans.

Finding: Washington County has an acknowledged TSP consistent with the both the Regional Transportation Plan and Regional Transportation Functional Plan adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively. The purpose of Ordinance No. 903 is to comply with the new TPR requirements of OAR 660-012-0400 through 660-012-0450 consistent with OAR 660-012-0015(4) and (7). Ordinance No. 903 complies with the applicable requirements for preparation, coordination, and adoption of TSP’s.

660-012-0105 Transportation System Plan Updates

This rule pertains to Transportation System Plan updates.

Finding: OAR 660-012-0012(2)(b) provides for an interim update of the TSP before adopting a major update consistent with the requirements of OAR 660-012-0100 through OAR 660-012-0920, provided that the interim update is not a major TSP update as identified in this rule.

OAR 660-012-0105(2) defines a major TSP update as any update that:

- Includes a change to the horizon year of the plan,
- Is adopted after January 1 of the plan's horizon year, or
- Adds a facility authorized as provided in OAR 660-012-0830.

Ordinance No. 903 updates Washington County's TSP. Washington County has an acknowledged TSP consistent with the Regional Transportation Functional Plan adopted by A-Engrossed Ordinance No. 768 and A-Engrossed Ordinance No. 783 in 2013 and 2014 respectively. The acknowledged TSP was informed by a forecast of population and employment for 2035 as documented in the technical appendix (adopted by Resolution and Order No. 14-113).

Ordinance No. 903 does not change the horizon year and was adopted prior to January 1, 2035. Therefore, Ordinance No. 903 is not a major TSP update as defined by OAR 660-012-0105(2)(a) or (b).

Ordinance No. 903 does not add any transportation facilities to the TSP. Therefore, Ordinance No. 903 is not a major TSP update as defined by OAR 660-012-0105(2)(c).

Therefore, Ordinance No. 903 is not a Major TSP update as defined by OAR 660-012-0105 and the changes in Ordinance No. 903 are allowed as an interim TSP update pursuant to OAR 660-012-0012(2)(b).

660-012-0400 Parking Management

This section establishes applicability of OAR Sections 660-012-0405 through OAR 660-012-0450.

Finding: Ordinance No. 903 removes minimum parking requirements in urban unincorporated areas, satisfying OAR 660-012-0400(3). Consistent with OAR 660-012-0420(1), the County is exempt from OAR 660-012-0425 through OAR 660-012-0450.

660-012-0405 Parking Regulation Improvements

This section establishes parking lot requirements for land use regulations.

Finding: OAR 660-012-0405(1)(a) includes requirements for employee parking areas to designate preferential parking for carpools and vanpools. Ordinance No. 903 maintains existing CDC requirements in Section 413-7 that provide preferential parking for carpools and vanpools.

OAR 660-012-0405(1)(b) provides that development should be allowed to redevelop off-street parking areas for other uses. The CDC is amended to remove minimum off-street parking requirements for urban unincorporated areas, which allows property owners to redevelop existing off-street parking for other uses including the types of uses listed.

OAR 660-012-0405(1)(c) provides that land use regulations must allow a process to meet a lower minimum parking requirement while still maintaining access for emergency vehicles and loading. Ordinance No. 903 amends the CDC to remove minimum off-street parking requirements for urban unincorporated areas, which allows property owners to redevelop existing off-street parking for other uses. Existing requirements for loading areas and access for emergency vehicles are not changed.

OAR 660-012-0405(2) requires Washington County to adopt on-street parking policies and land use regulations that allow and encourage conversion of existing underutilized off-street parking areas to other uses. Ordinance No. 903, Exhibit 1 amends the TSP to provide policy support to the Neighborhood Street Program; an existing program which provides communities the opportunity to have Washington County manage on-street parking. This program has been utilized in some communities to manage on-street parking in an efficient manner. Furthermore, Washington County has the authority to convert underutilized on-street parking in the right-of-way to uses which serve the public interest and the current policy framework does not inhibit or prohibit such actions.

Ordinance No. 903 addresses the requirement to enact land use regulations allowing the conversion of underutilized off-street parking to other uses by eliminating the requirement to provide parking. Development requests to convert underutilized parking to other uses must follow the requirements in the CDC and existing parking areas may be converted to authorized uses without the requirement to supply additional parking or replace parking areas repurposed for such uses.

OAR 660-012-0405(3) requires Washington County to adopt shared parking policies and regulations. Existing CDC provisions in section 413-6 provide for the creation of shared parking agreements and comply with this requirement. Ordinance No. 903 did not change the existing provisions allowing shared parking.

OAR 660-012-0405(4) requires Washington County to adopt climate mitigation actions for surface parking areas larger than 0.5 acres. Ordinance No. 903 amends CDC section 407-6.9 requiring tree canopy covering at least 40% of the parking area at no less than 15 years from planting for all new or expanded surface parking areas over 0.5 acres in size in compliance with OAR 660-012-0405(4)(a)(C). Ordinance No. 903 also includes CDC standards to ensure planted trees are cared for in conformance with ANSI A300 standards and require developers to coordinate with the local electric utility to ensure compatibility between electric infrastructure

and future tree canopy. Ordinance No. 903 does not change existing requirements for pedestrian facilities connecting building entrances to the public right-of-way.

OAR 660-012-0405(5) requires Washington County to establish off-street parking maximums. Ordinance No. 903 amends section 413-6.3 of the CDC to refine existing parking maximum requirements and adjusts the requirements for selected uses to comply with regulations in OAR 660-012-0415.

660-012-0415 Parking Maximums and Evaluation in More Populous Communities

This section establishes parking maximum requirements for metropolitan areas.

Finding: OAR 660-012-0415(1)(a) establishes parking maximum requirements for selected residential uses. Ordinance No. 903 amends section 413-6.3 of the CDC to add a parking maximum requirement for multi-family residential uses consistent with this rule.

OAR 660-012-0415(1)(b) establishes parking maximum requirements for commercial and retail uses. Ordinance No. 903 amends CDC section 413-6.3 to revise the current parking maximum requirements for the listed uses, consistent with this rule.

OAR 660-012-0415(1)(c) establishes maximum parking area requirements for any development over 65,000 square feet in floor area. Ordinance No. 903 amends section 413-6.7 to add a maximum parking lot size requirement for any land use with more than 65,000 square feet of floor area, consistent with this rule.

OAR 660-012-0415(1)(d) establishes that non-surface parking areas are exempt to the requirements on OAR 660-012-0415(1)(a) through (1)(c). The parking maximums established by Ordinance No. 903 only apply to surface parking areas consistent with this exemption.

660-012-0420 Exemption for Communities without Parking Mandates

This section establishes provisions that exempt Washington County from the requirements of OAR 660-012-0425 through OAR 660-012-0450 if met.

Finding: Ordinance No. 903 removes minimum parking requirements for urban unincorporated areas, consistent with the requirements of OAR 660-012-0420(1). Therefore, OAR 660-012-0425 through OAR 660-012-0450 do not apply. This rule is met.

Part 4: OREGON HIGHWAY PLAN FINDINGS

This section addresses the consistency of Ordinance No. 903 with the applicable policies of the Oregon Highway Plan (OHP). The OHP is an element of the Oregon Transportation Plan. The Board finds that the OHP applies to the amendments covered by these findings only to the

extent noted in specific responses to the applicable elements of this plan, and that the amendments comply with the applicable goals and policies of the OHP.

Applicable OHP policies include:

1A, State Highway Classification System

Finding: Ordinance No. 903 did not amend the County’s Functional Classification Map. No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made.

1B, Land Use and Transportation

Finding: Ordinance No. 903 does not change any land use designations. Exhibit 4 of A-Engrossed Ordinance No. 783 and Exhibit 13 of A-Engrossed Ordinance No. 768 both address Active Transportation consistent with the land use and transportation planning requirements of the OHP. Ordinance No. 903 promotes compact efficient use of land consistent with land use and traffic management strategies identified in OHP policy 1B.

3A, Access Management

Finding: Article V of the CDC controls access spacing standards. Ordinance No. 903 makes no changes to the requirements and therefore maintain consistency with OHP classification and spacing standards.

4D, Transportation and Demand Management

Finding: A-Engrossed Ordinance No. 768, Exhibit 10, Objective 5.4 and A-Engrossed Ordinance No. 783, Exhibit 5, adopted a Transportation Demand Management policy and system element that is consistent with the requirements of the OHP. Ordinance No. 903 does not change these elements of the TSP.

Part 5: METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS

Section 3.07.810 of Title 8 of Metro’s Urban Growth Management Functional Plan (UGMFP) requires County comprehensive plan changes be consistent with the UGMFP. This section addresses the consistency of Ordinance No. 903 with the applicable policies of Metro’s RTP. The Board finds that the RTP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, as provided below, and that the amendments comply with the applicable goals and policies of the RTP. The following Ordinance No. 903 findings have been prepared to address Title 8 of the UGMFP.

Title 8 – Compliance Procedures

Title 8 sets forth Metro’s procedures for determining compliance with the UGMFP. Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan.

Finding: Consistent with Title 8, a copy of proposed Ordinance No. 903 was sent July 2, 2024, to Metro, at least 35 days prior to the first evidentiary hearing. Metro has provided no comments on Ordinance No. 903.

Part 6: REGIONAL TRANSPORTATION PLAN FINDINGS

This section addresses the consistency of Ordinance No. 903 with the applicable policies of Metro’s Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP). The Board finds that the RTP and RTFP applies to the amendments covered by these findings only to the extent noted in specific responses to the applicable elements of this plan, as provided below, and that the amendments comply with the applicable goals and policies of the RTP and RTFP.

Finding: Ordinance No. 903 amends the existing TSP, community plans, and Community Development Code consistent with the policies of the Regional Transportation Plan and Regional Transportation Functional Plan. Ordinance No. 903 amends a strategy in the TSP to align with regional policies regarding parking. Ordinance No. 903 removes parking minimum requirements from the CDC allowing individual land development and redevelopment to supply parking based on market conditions. Furthermore, Ordinance No. 903 establishes tree canopy requirements consistent with the climate resilience policies of the RTP.

Title 4: Regional Parking Management Section 3.08.410 (Parking Management) identifies provisions for regulating parking within the Metro region. Provisions include minimum/maximum parking ratios, parking variances, parking lot design, and parking management strategies.

Finding: Ordinance No. 903 repeals parking minimums in urban unincorporated areas and will not exceed the minimum ratios listed in Table 3.08-3. The ordinance also ensures that parking maximums are no higher than those shown in Table 3.08-3. The Title also requires large parking lots to provide street-like features. The existing CDC requirements already comply with this provision and these provisions were not changed by Ordinance No. 903. The amendments are consistent with Title 4.